Toledo Profile

A Sesquicentennial History

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History

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A Sesquicentennial History

by
Tana Mosier Porter

Toledo Sesquicentennial Commission
Toledo, Ohio
1987

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DONNA OWENS
MAYOR

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January, 1987

Dear Reader:

1987 will be remembered as a year of historical reawakening in America with the joint celebrations of the Bicentennial of the Constitution and the Northwest Ordinance. Let us remember the noble principles which these grand doctrines exhibited and reinforce their intent in our daily lives.

It is with great pride and anticipation that I dedicate Toledo Profile: A Sesquicentennial History, in honor of Toledo's 150th year as one of 0hio's most historical and vibrant cities. As we reflect on Toledo's proud past, let us recapture the pioneering spirit of our forefathers in leading Toledo into the 1990's and beyond.

The Sesquicentennial Commission should be commended for taking the initiative to make this important project a reality. I am confident that Toledo Profile will prove insightful while sharing our great heritage with future generations for many years to come.

Donna Owens
Mayor

DO:aa

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To the Citizens of Toledo:

In commemoration of Toledo's 150th Birthday, the Toledo Sesquicentennial Commission is pleased to present this history of Toledo. It is meant to serve as a means of stimulating civic pride and as a catalyst to strengthen community values for our sons and daughters as they embark upon futures in a city bright with promise.

It must be noted that without the Toledo-Lucas County Public Library and The Blade this text could not have been possible. For this the Commission expresses their sincere appreciation.

Toledo's sesquicentennial celebration will serve as a rallying point for the local citizenry, as well as, to draw visitors into the city. We invite them all to reflect upon our City's rich past and to "Just Look At Us Now!"

Susan R. Reams, President
Toledo Sesquicentennial Commission

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Foreword

The history of Toledo makes interesting reading and even more interesting writing. Over the years a number of historians have accepted the challenge, creating many excellent accounts of the history of the city. One of the first, and possibly the best, is Clark Waggoner's *History of the City of Toledo* published in 1888.

Most of the histories are out of print and can be purchased only from rare book dealers. Those available in book stores cost far more than the average individual can easily afford. In addition, in their effort to write complete histories, the historians have produced enormous, multi-volumed works filled with detail. These are reference books, which must be used in the Local History Room at the Library.

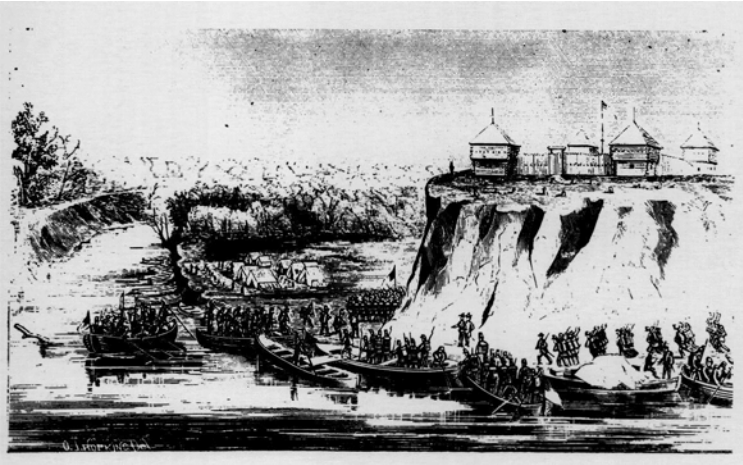
Local history research presents no problem for the scholar who has the skills needed to use the abundance of good reference materials available in the Library. For the non-historian, the task is more difficult. Adults are often discouraged by the time and effort required to learn about the city, and students can easily be overwhelmed.

Toledo Profile: A Sesquicentennial History provides a basic summary of Toledo's history, in a readable form. Though historians and scholars will find much of interest here, the book's purpose is to enable casual adult readers and junior high and high school age students to understand and appreciate the events of the city's 150th birthday celebration. It is by no means complete and no new interpretation is intended. It includes only the most important events in Toledo's development, presented as a chronological summary.

The Local History Room at the Toledo-Lucas County Public Library can provide additional information on every subject in this book, as well as information on a great many other subjects that could not be covered in this brief summary. It is hoped that this effort will both satisfy and stimulate interest in the history of Toledo.

Tana Mosier Porter
Toledo-Lucas County Public Library

1 The Indian Lands



An Artist's Composition of Fort Industry, 1803

Four hundred million years ago the Maumee Valley lay under a shallow sea. One hundred million years ago, during the Ice Age, glaciers covered northwestern Ohio. The climate then was about the same as it is today, but summers were shorter and winters longer, and more snow fell than could melt during the summer months. The Wisconsin, the thicker and later of the two glaciers which formed in Canada and spread into the Maumee Valley, probably created the area's present topography. The last glacier disappeared from northwestern Ohio fourteen thousand years ago. It left behind a flattened landscape, the Lake Erie basin, and an accumulation of fine topsoil gathered along its path from Canada. A dense forest grew up to completely cover the Maumee Valley. Shadowed by the trees and with no hills for drainage, the fine clay soil retained moisture and eventually became a vast swamp. This was known for many years as the Great Black Swamp. Before the arrival of European settlers, an abundance of different kinds of wild animals inhabited the swamp, among them, bear, beaver, deer, elk, cougar, and even moose and buffalo.

Though man may have lived in Ohio during the glacial period, prehistoric Asian migrants called Mound Builders are generally considered to be Ohio's earliest human residents.

Little is known of these people, but they left behind extensive mound-like earthworks, apparently used for burials and monuments to the dead. Though the Mound Builders preferred the hills of Southern Ohio to the flat Maumee Valley, early settlers discovered two mounds in the Toledo area, one near the east pier of the old Fassett Street Bridge, and the other on the south side of Swan Creek near the intersection of Clayton and Oliver Streets.

The earliest known aboriginal culture in the Maumee Valley, the Erie, or Cat Nation, belonged to the Iroquoian linguistic group. They lived in New York State as far east as the Genesee River, and in Ohio along the shore of Lake Erie as far west as the Maumee River. In 1655 the Iroquois of New York State invaded Ohio and destroyed the Erie Nation. The Iroquois had the advantage of guns, provided by the English and Dutch settlers in the East, and those Eries who could not escape to the West were killed or captured. For fifty years after that massacre no Indians dared migrate into the Ohio country. These same New York Indians in 1649 invaded Ontario, driving out the Hurons, who eventually moved into the Maumee Valley, where they became known as the Wyandots.

The Miami Indians, who gave the Maumee River its name,
2 migrated to Ohio from Wisconsin, northern Illinois, and Indiana about 1705. The Indians called it the Miami River, but the French pronunciation sounded like Maumee, and it became the Maumee River. Despite their lasting importance, the Miamis stayed in the area only a little more than fifty years before moving to the Wabash River in Indiana in 1763, after the French and Indian War. The Ottawas came here after the failure of the siege of Detroit during Pontiac's Conspiracy in 1763. They remained in the Maumee Valley until 1837, when the federal government moved the tribe to Kansas as part of a national policy of Indian removal.

No new tribes migrated into Ohio after the Ottawas, and the Indian population settled at about fifteen thousand. The Ohio Indians represented two linguistic groups: the Cherokees, and Hurons, or Wyandots, belonged to the Iroquoian group, while the Ottawas, Miamis, Shawnees, and Delawares were Algonquian. One of Ohio's four major Indian tribes inhabited each of the state's four main river valleys. The Delaware Indians, who arrived in Ohio not long after the settlement of the East coast, lived in the Muskingum Valley. The Shawnees occupied the Scioto River Valley, and the Miamis the Miami Basin. The Ottawas, and the Hurons, or Wyandots, inhabited the Maumee Valley. In addition to the main tribal groups, smaller individual tribes had their own territories.

The Indian Lands

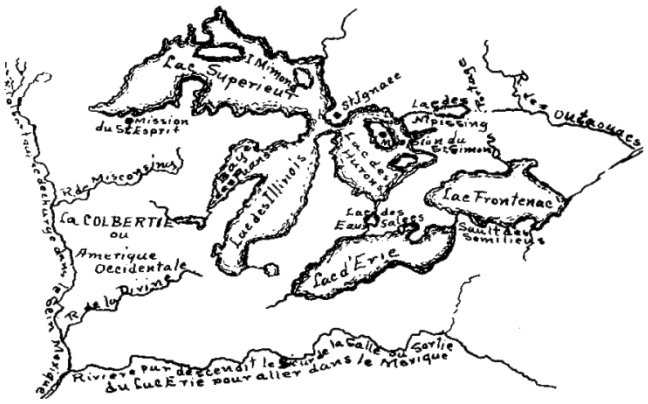
As the European settlers found their way over the mountains from the East and established homesteads, they forced the various Indian tribes to leave their traditional homes and move farther west, until only extreme northwestern Ohio belonged to the Indians. The Indians joined together to make their last stand against the Europeans in the Maumee Valley. In 1795 the chiefs of twelve different tribes, the Wyandots, Delawares, Shawnees, Ottawas, Chippewas, Pottawatomies, Miamis, Eel Rivers, Weas, Kickapoos, Piankeshaws, and Kaskaskias, signed the Treaty of Greenville after their defeat in the Battle of Fallen Timbers.

The first treaties did not require that the Indians leave the area, but by the time Indian removals to the west became a policy of the United States government in 1830, many of Ohio's Indians had already moved out of the state. The last Indians to leave Ohio were the Wyandots, whose removal began in 1843. After delaying for several years, the Maumee Valley's Ottawas finally began their move to Kansas in 1837, leaving their homes and the graves of their ancestors with great sadness and reluctance. A number of Ottawa Indians remained in the Toledo area into the twentieth century. Some Ottawas could not be persuaded to go and others refused to stay in Kansas.

3

France claimed the Maumee Valley, as well as all of Ohio, by right of discovery by Jacques Cartier, who explored and named the St. Lawrence River in 1535. Possibly the first European to actually see northwestern Ohio was Etienne Brule, a French outlaw fur trader who visited the Erie Indians along the Lake Erie shore in 1615, before the Iroquois invasion. Champlain, who was thought to be the first European explorer, more likely learned of Ohio from Brule. French expeditions always included priests, whose maps and detailed accounts show that French explorers reached Lake Erie as early as 1632. LaSalle, the first European navigator on Lake Erie, discovered the Ohio River in 1669, and may have found the Maumee River at about that same time.

The English colonists also knew about Lake Erie and the Ohio country, and they too claimed the Maumee Valley, on the grounds that the charters granted by the King of England gave them all the territories from sea to sea. As early as 1721, the Governor of Virginia suggested building a fort on Lake Erie for the purpose of trading with the Ohio Indians, but it was not until around 1740 that traders from the Virginia colony reached northwestern Ohio. In 1745 colonists from Pennsylvania built a fort on the Sandusky Bay near the present city of Port Clinton. Fort Sandoski, the first fort built by Europeans in Ohio survived only a year.



A French Explorer's May, 1674

The Indian Lands

During the 1740s the English expanded their fur trade into the Ohio country. The Indians had traded with the French, but the British paid them more for their furs. Both nations wanted the Indians' good will and support. In 1749 the French sent out a military expedition to visit all the Indian villages to remind them that France owned the territory and persuade them to stop trading with the English. They found the Indians loyal to the English. In 1756, after years of conflict, in Europe as well as in Ohio, Great Britain declared war against France. The British, who cleared farms and built towns, presented a greater threat to the Indians' way of life than the French fur traders and fishermen, so the Indians changed sides again and fought with the French in the French and Indian War. The decisive battles took place at Pittsburgh, Niagara, and Quebec, with no action at all in the Maumee Valley. In the Treaty of Paris, signed on February 10, 1763, the French gave up all claims to Ohio.

Though the British won Ohio, the Indians remained loyal to the French. The British failed to supply them with guns and clothing as the French had, and in addition, they showed little respect for the Indian chiefs. The continuous increase in the number of English settlers in the Pittsburgh area disturbed the Indians. In the spring of 1763 the Ottawa chief, Pontiac, gathered together several tribes and planned an uprising to drive the British out of Ohio. The Indians attacked nine forts and captured two before defeats at Detroit and in western Pennsylvania put an end to Pontiac's Conspiracy. Instituting a new Indian policy, the British convinced the Indians to release all their English captives. In 1763 the Treaty of Fort Stanwix, located in New York's Mohawk Valley, set the boundary of the Indian lands from the eastern end of Lake Ontario, south to the Delaware River, west to Kittanning, down the Allegheny River, and then down the Ohio River to the Tennessee River. The Indians gave up all lands to the east and south of that line.

4

By 1775 and the beginning of the American Revolution, the growing population in Ohio gave the Americans an advantage over the British in the west, but the Indians, who saw the war as an opportunity to drive out all European settlers, sided with the British. The Indians of the Maumee Valley attacked and raided along the frontiers and into Kentucky, while the Americans tried unsuccessfully to get to the British stronghold at Detroit which supplied guns and ammunition for the Indians. The Revolutionary War ended in 1781, with the defeat of the British at Yorktown, although the Treaty of Paris was not signed until September 3, 1783. The United States had not won the west, but the British found it easier to give the region to the new republic than to give it to Spain or give up something else in exchange for it.

The Indian Lands

The Indians expected to maintain their fur trade with the British, and they expected the British to help them defend their right to Ohio. Between 1784 and 1789 the Indians were officially at peace with the United States, but they refused to recognize the settlers' right to move north of the Ohio River. The raids into Kentucky continued, and the Kentuckians retaliated. The British in Canada refused to give up some of their western forts, notably the one at Detroit, which became a center for their fur trade and intrigue with the Indians. In the belief that the United States could not last, the British for many years instigated Indian attacks against the American settlers. Problems with the Indians were inevitable as long as settlers continued to clear land to the west and north of the Ohio River, on lands the Indians claimed as a result of the Treaty of Fort Stanwix. Since the settlers could not be stopped, the only apparent solution was to convince the Indians to agree to a new boundary line.

The United States arranged a meeting with the Indians in 1784 at Fort Stanwix. Most of the tribes came, but all but the Iroquois went home before the treaty was signed. The Iroquois were forced to give up their claims to all land west of Pennsylvania as punishment for helping the British in the Revolution. Only a few Indians showed up for a meeting at Fort McIntosh in 1785, and more land was taken against their wishes. The United States planned a conference at Vincennes to ratify the Fort McIntosh Treaty, but the Indians refused to come, gathering instead at Detroit. They rejected the treaties of Fort Stanwix and Fort McIntosh and reaffirmed their stand that all treaties must be signed by all the tribes. At Vincennes agents of the United States met anyway and laid out another reservation.

The Ordinance of 1787 provided for government for the Northwest Territory, and also for the development of that region, which included all Indian lands north of the Ohio River. The government surveyed the land and sold it to farmers and to land speculators, who built towns. Both the settlers and the Indians regarded the continuing conflict, not as a contest for land, but as a desperate struggle to protect their homes. In 1788 the Indians met near Fort Wayne, in response to invitations to yet another treaty conference, to be held at Fort Harmar in 1789. At this time the Indians living furthest east wanted to compromise because they knew their homes would be destroyed first if a war began. The others, led by the Miamis, insisted on the Ohio River as a boundary for the Indian lands. Only those few interested in compromise showed up at Fort Harmar, and Arthur St. Clair, governor of the Northwest Territory, did not give them a chance to be heard. A language problem complicated the proceedings, and the Indians had no idea what they signed.

Fort Miami

6

General Anthony Wayne
1745 - 1796

Miami Indian Chief Little Turtle, 1812

The Indian Lands

The Maumee Valley seemed to be the source of most of the settlers' problems with the Indians, and they referred to it as a "nest of villainy." In September 1790 General Josiah Harmar led his troops to the Fort Wayne area, where they burned five Miami Indian towns on the Maumee River, killing two Indians. Not satisfied, Harmar decided to return and ambush the Indians as they came back to their burned-out towns. Instead, the Indians killed more than one hundred fifty of Harmar's soldiers. In 1791 the Indians ambushed and destroyed an army under General Arthur St. Clair as they marched toward the Maumee Valley. United once more, the Indians demanded that the United States withdraw completely from Ohio. In 1793 the United States offered a compromise, which the Indians rejected. Early in 1793 the British built Fort Miami near the Maumee River rapids, and in April troops arrived from Detroit. The Indians believed this was for their protection, and by the middle of June, almost two thousand warriors camped along the Maumee River, some at Defiance and some at Fallen Timbers.

In April 1792 President Washington appointed General Anthony Wayne to command the American army. Wayne built Fort Greenville near the town of Greenville, Ohio, in October 1793, and established his winter headquarters there. He moved out for the Maumee Valley in the spring of 1794. He arrived in August 1794 at Defiance, then spent about a week building Fort Defiance. He also made the Indians one last peace offer. The Miami chief, Little Turtle, advised acceptance of the peace offer, but the Ottawa chief, Turkey Foot, advised rejection and the other chiefs sided with him. On August 18 the army reached Roche de Boeuf in the Maumee River near Waterville. Needing a place to leave his supplies during the battle, Wayne built Fort Deposit near the landmark.

Turkey Foot Rock – An Indian Landmark At Fallen Timbers

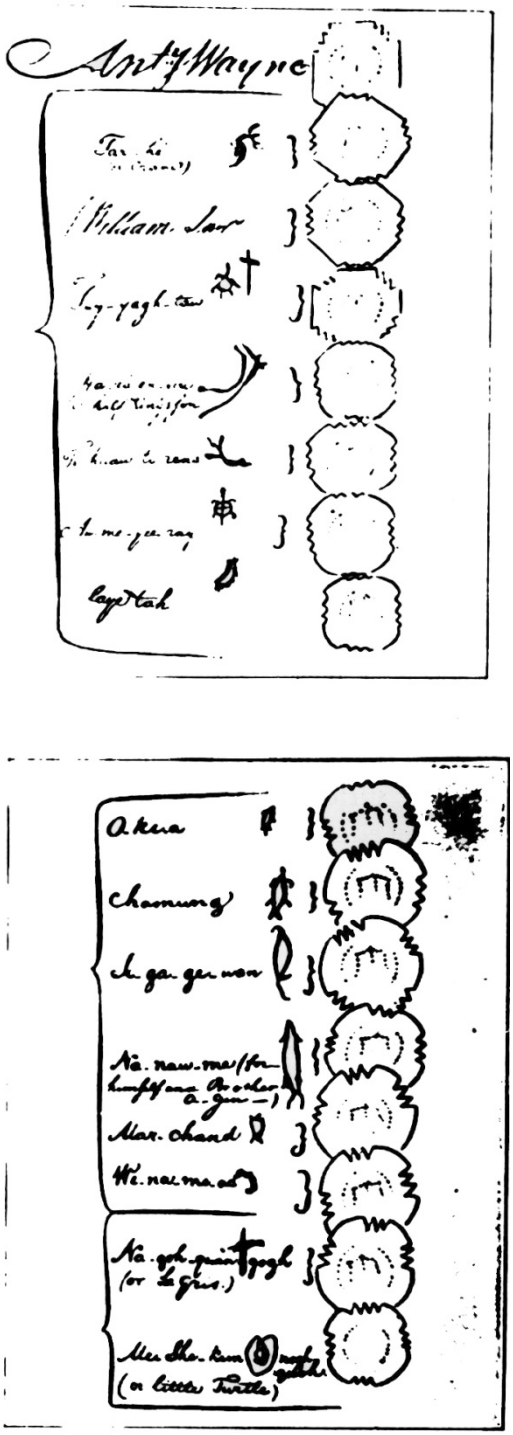
Early on the morning of August 20, 1794, Wayne's army of nine hundred marched out to meet about two thousand Indians. A few miles down the river a tornado a year or two before had blown down a large number of trees, which still lay on the ground. The Indians, who had no horses, took a stand among the fallen trees. Wayne sent cavalry units in both directions to circle and quickly defeat the Indians. The Battle of Fallen Timbers lasted less than an hour, ending near Fort Miami. Wayne wanted to attack the British fort, but he lacked the troops for a siege. The English did not come out of the fort, nor did they allow the defeated Indians to take refuge inside. Thirty-three of General Wayne's soldiers and more than fifty Indians died in the battle.

Wayne burned the Indians' houses and cornfields, then returned to Fort Defiance and later to Greenville. The Indians

camped at the mouth of Swan Creek, relying on the British for food. Word came early in 1795 of Jay's Treaty of 1794, which required that the British give up all their posts on American soil, including Detroit and Fort Miami. The Indian chiefs, who began to arrive in Greenville in June, notified Wayne that they wanted to negotiate a peace. Eighty-eight chiefs representing twelve tribes signed the Treaty of Greenville on August 3, 1795. The Wyandot chief, Tar-he the Crane, and the Miami chief, Little Turtle, signed, as did the Shawnee chief, Blue Jacket, who probably led the Indians at Fallen Timbers. The treaty gave the Indians the northwestern corner of Ohio, above a line running approximately from Cleveland to Cincinnati. Within the Indian lands, however, the treaty established sixteen military reserves, which were open to settlers. Two of the reserves were within what is now Lucas County. The Twelve Miles Square Reserve surrounded Fort Miami, and the Six Miles Square Reserve lay at the mouth of the Maumee River. On July 11, 1796, the last British troops finally moved out of Fort Miami, allowing the Americans to take possession of the fort.

The Ohio Territory was created in 1800 according to the terms of the Ordinance of 1787. Ohio entered the Union as a state in 1803, when the population of the territory reached 60,000 people, as required by the Ordinance. The British, who still hoped to make the Northwest a protectorate, took advantage of the Indians' continued dislike of settlements in Ohio, and agitated among them to create widespread unrest. By the fall of 1811 Americans generally blamed the British in Canada for the turmoil on the Indian frontier. Some Americans believed that the United States should invade and annex Canada.

On June 18, 1812, The United States declared war on Great Britain. In addition to making trouble with the Indians, the British had regularly interfered with American trade at sea and kidnapped American sailors for service in the British navy. The western Indians fought for Great Britain in the War of 1812, with one motive: to keep the Maumee Valley. The first battle in the war was in 1811 at Tippecanoe on the Wabash River in Indiana, where Governor William Henry Harrison of the Indiana Territory defeated a confederacy of Indian tribes led by the bother of the Shawnee chief Tecumseh, who called himself The Prophet. Governor Hull of Michigan had for some time advised a stronger army in the Northwest, and in 1812 he added that the United States should have a fleet on Lake Erie. On June 1, 1812, Hull led a force from Dayton to conquer Canada. He reached Detroit on July 12, where he learned that the United States and Great Britain were at war. Hull surrendered his army



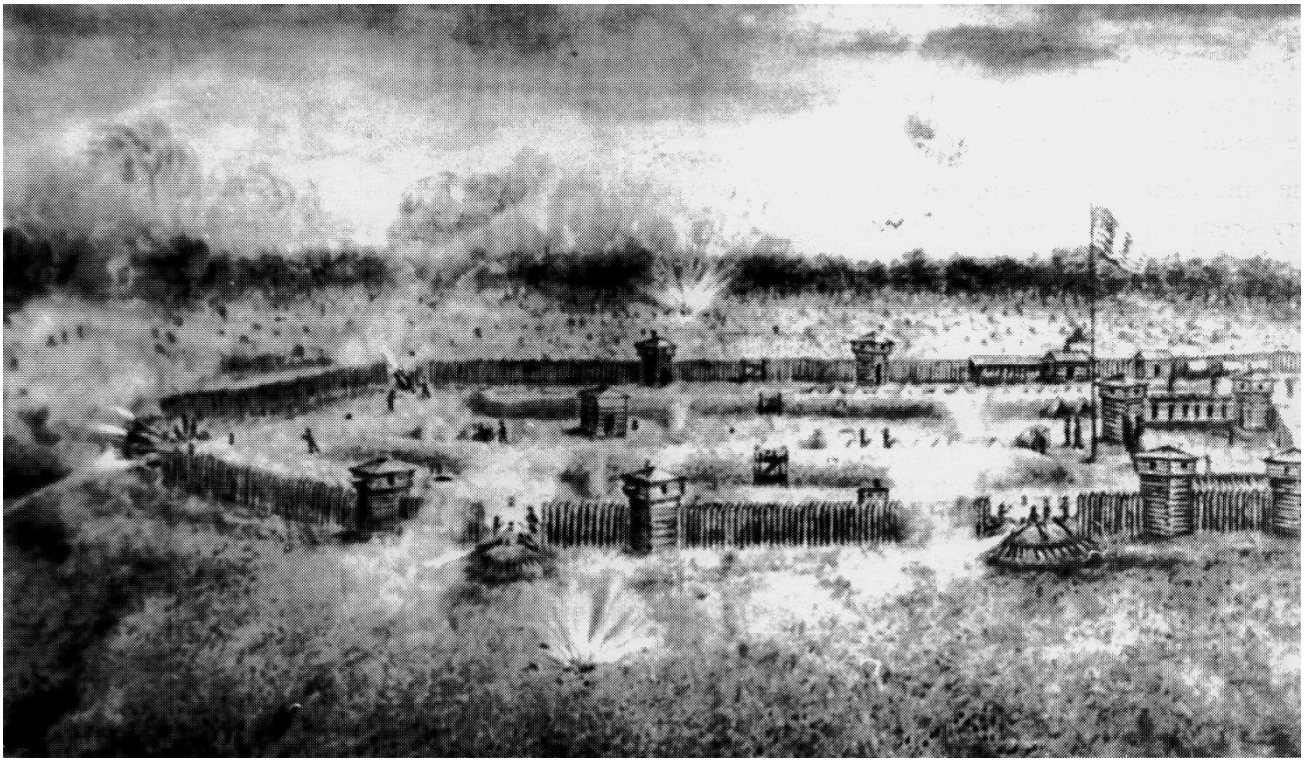
Signatures on the Treaty of Greenville, 1795

to the British Colonel, Henry Proctor, without a fight on August 16, giving as reasons, a lack of supplies and reinforcements, and fears of Indian vengeance. After Hull's surrender Tecumseh and his Indian confederation took control of the Maumee Valley as far west as Fort Wayne.

At daybreak on January 22, 1813, Colonel Proctor surprised General James Winchester of Tennessee in his camp at Frenchtown, now Monroe, Michigan. Winchester, too, was on his way to invade Canada. The enemy surrounded the American camp during the night. They found Winchester unprepared, even though the French scout, Peter Navarre, had warned him that the night before, an army of about three thousand British and Indians had left Fort Malden, at Amherstburg, just across the Detroit River in Canada. Most of the Americans were killed or captured in the River Raisin Massacre.

General Harrison arrived at the Maumee River too late to save Winchester's army in Michigan. On January 23 he burned the blockhouses and ordered the settlers to evacuate the Maumee Valley. Harrison began the construction of Fort Meigs, near Perrysburg, in February 1813. Chief Army Engineer, Eleazar P. Wood, for whom Wood County was named, supervised the building of the fort, which was named for Ohio Governor Return Jonathan Meigs. Tecumseh and his Indians immediately surrounded the fort, and on April 28, 1813, the British attacked. Because the supply of ammunition had not come from Pittsburgh with the cannons, the Americans had only seven hundred cannonballs. To overcome the shortage, Harrison offered his soldiers extra rations of whiskey for gathering up British cannonballs, which were then fired back at the enemy. The siege of Fort Meigs lasted until May 5. On May 4 the British seemed to be winning, but Harrison would not give up the fort, and that night reinforcements arrived from Kentucky. A company of the Kentucky troops, under Colonel William Dudley, crossed the river to the British camp during the night. After disabling the British cannons, they failed to obey orders, and were ambushed before they could get back to their boats. More than half were killed or captured in this skirmish known as Dudley's Defeat. Colonel Proctor decided that, with the extra troops, the fort was too strong and he abandoned the siege. On July 21 Proctor again tried to take Fort Meigs, but he gave up on July 28, and moved on to Fort Stephenson at Fremont. Failing there, Proctor returned to Canada and made no more attempts to invade Ohio.

The British, with a substantial fleet based at Fort Malden, controlled Lake Erie, while the Americans had no armed ships west of Niagara Falls. The Americans planned to



Artist's Conception of Fort Meigs, 1813

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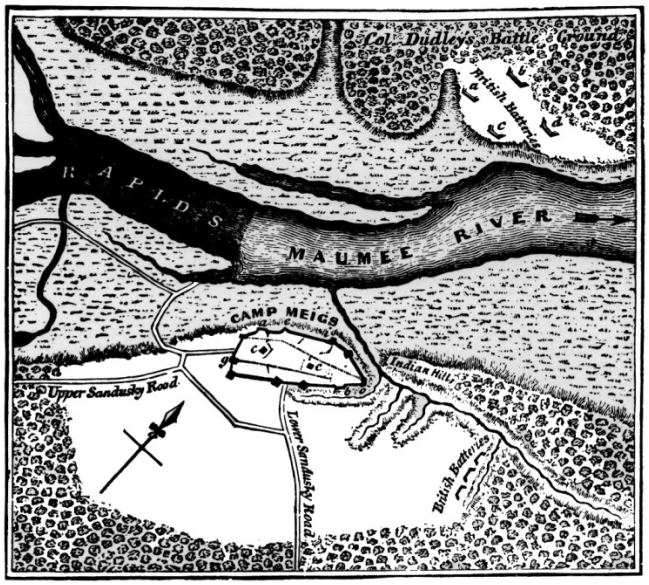
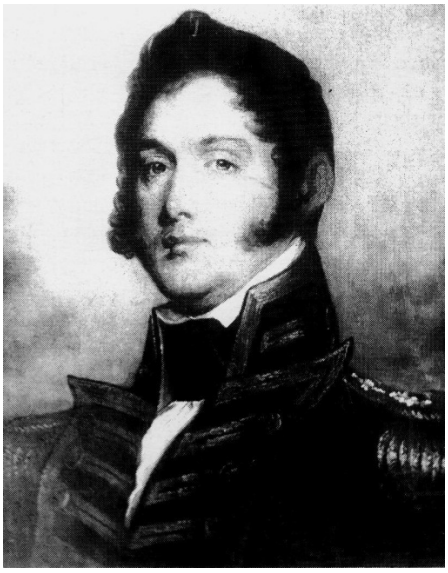


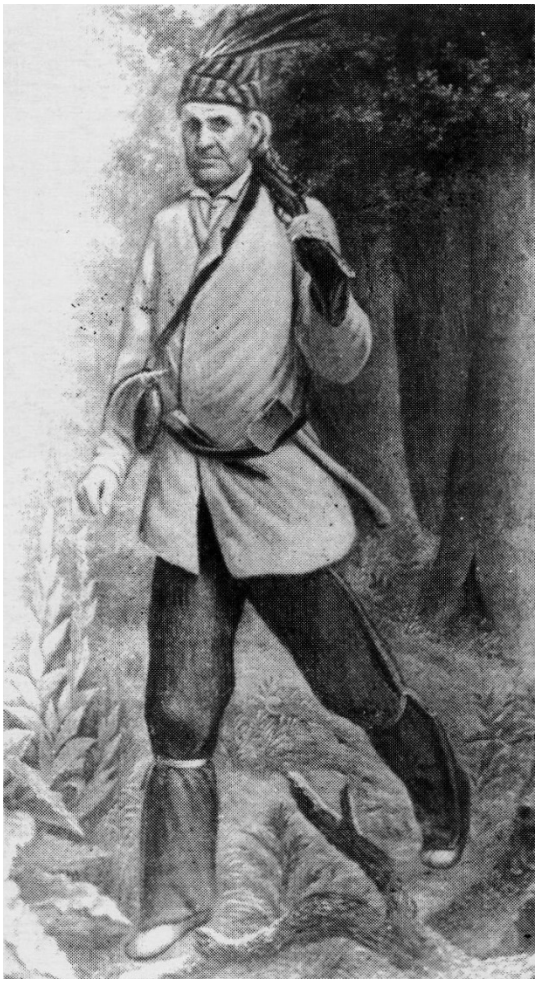
Fort Meigs



Commodore Oliver H. Perry
1785 - 1819

capture Detroit and invade Canada, but since supplies and troops could be moved more quickly and easily on water, they had to first get control of the lake. Commodore Oliver Hazard Perry was sent to Erie, Pennsylvania, early in March 1813 to supervise the building of an American fleet.

The nine American vessels were completed on August 2, and Perry spent the next two days getting them across the sand bar that blocked the Erie harbor. He immediately sailed in search of the British, who had watched outside the harbor while he built and launched his ships, but they had gone back to Fort Malden to get more men and their own new ship. Perry returned to Erie to pick up ninety sailors sent from the American navy on Lake Ontario, and sailed again, reaching the Sandusky Bay on August 5. Through Peter Navarre he made contact with General Harrison and gained about seventy more men, some sailors, and some volunteers who had never seen a ship before, but who could shoot. The main body of Harrison's army remained at Port Clinton until after the battle. Perry wanted to destroy the British fleet before loading the troops for the trip to Canada, but he knew the British would wait to attack until the army was on the ships, so he sailed to Fort Malden to find the enemy. When the British fleet, under Captain Barclay, did not accept his challenge, he returned to Put-In-Bay.



Peter Navarre
1785 - 1874

At sunrise on Friday, September 10, the British ships were sighted sailing out from Fort Malden. Perry immediately sailed to meet them. The British had only six ships to Perry's nine, but theirs were larger and carried more guns, and were manned by more experienced sailors. They met about noon in open water northwest of the islands. Perry's flagship, the Lawrence took the first fire, and much of her rigging was soon shot away, leaving her helpless. Finally, Perry left a junior officer in command of the Lawrence, and went in a small boat to the Niagara. At about this time a breeze picked up, and Perry was able to sail through the enemy's lines, firing all the Niagara's guns on the British ships. The smaller ships joined the Niagara. With his the tide of battle turned in Perry's favor, and he captured the whole British fleet. The British and American sailors who died in the battle were buried at sea, and all the officers were buried at Put-In-Bay. On September 12, 1813, General Harrison received the message, "Dear General-·We have met the enemy and they are ours--two ships, two brigs, one schooner, and a sloop."

Perry then sailed to Port Clinton where he picked up the supplies and troops waiting there. When Perry's ships reached Canada the Americans found that the British had burned Fort Malden and retreated up the Detroit and Thames

An Artist's Conception of the Battle of Lake Erie, 1813

Rivers. On October 5 the American armies caught up with the fleeing British on the Thames River about seventy-five miles from Detroit. The battle lasted twenty minutes. Colonel Proctor and his Indian forces were defeated, and the Indian leader, Tecumseh, was killed, ending the War of 1812 in Ohio. The war ended officially with the signing of the Treaty of Ghent on Christmas Eve 1814. Though neither the United States nor Great Britain gained territory as a result of the War of 1812, the Maumee Valley benefited from General Harrison's military campaigns. The Indian confederation died with Tecumseh, ending the threat of Indian hostilities against the settlers.

2 The Early Settlements

An Artist's Conception of Toledo, 1800

When the first settlers came to the Maumee Valley, they built cabins and planted crops, even though the land still belonged to the Indians. The fur traders, who built trading posts along the Maumee River, came first, possibly as early as 1680, but they stayed only as long as their trade with the Indians prospered. The military reservations laid out after the Treaty of Greenville in 1795 encouraged permanent settlers, but the land had not been surveyed or offered for sale, so those who established homes within the reserves were squatters on government land. The area outside the reserves remained Indian territory, where only those few who had land grants from the Indians owned their farms.

Frenchmen Gabriel Godfrey and John Baptiste Beaugrande built a trading post at the foot of the rapids of the Maumee River, near the present site of the city of Maumee about 1790. Other French settlers followed, among them Pierre Momonee, Jacques Peltier, and a man named La Pointe. Pierre Menard, who later changed his name to Peter Manor, left his position as agent with the Northwest Fur Company to start a trading post in the same area about 1808. Probably the best known of the Frenchmen, Peter Navarre acted as a spy and

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Peter Navarre's Cabin

scout for the Americans during the War of 1812. Born at Detroit in 1785, he came to the Maumee in 1807 with his brothers. They built a cabin on the east side of the river near its mouth, where a sizeable French settlement soon developed.

No record exists to positively identify the first English speaking settler, but George Knaggs may have come to the Maumee Valley as early as 1760. In 1785 the Ottawa Indians granted his son, Whitmore Knaggs, four thousand acres in the present city of Maumee, where in 1825 he built one of the first frame houses in the area. William McKee built his trading post near the Maumee River rapids in 1794, but he left the region before the War of 1812. Colonel John Anderson, a British Indian agent, established a trading post and a farm at the foot of the rapids about 1800 by some accounts, though others place him there in 1794. In 1807 six English families lived in what is now Maumee. David Hull, a nephew of General Isaac Hull, lived near the present site of Fort Meigs. James Carlin, a

The Early Settlements

blacksmith, and his son, Squire Carlin, came from Monroe about 1807. Amos Spafford, the first federal port collector and postmaster, came here in 1805, bringing his family five years later to make their home in what became Perrysburg.

Settlement of the Twelve Miles Square Reserve officially began in 1807, two years after it was surveyed, and twelve years after the Indians relinquished it to the United States in the Treaty of Greenville. By 1812 sixty-seven families lived in the vicinity of the Maumee River rapids, scattered throughout an area that was also inhabited by Ottawa Indian tribes. At the start of the War of 1812 some of the Ottawas warned Peter Manor that hostile Indians planned to massacre all white families in the Maumee Valley. General Hull left a military detail to protect the settlers, but the soldiers soon abandoned the temporary fort, retreating to safer country. The settlers then had no choice but to leave their homes and farms until the war ended.

John E. Hunt
1798 - 1877

Three years later, in the summer of 1815, the settlers returned to find their cabins burned and their fields overgrown with weeds. Fort Meigs and a small garrison of American troops had replaced the Indian villages. Beginning immediately to rebuild, they assessed the damages. Through Amos Spafford, they applied to the United States government for compensation for their losses of crops and livestock at the hands of the British and the Indians. The claims ranged from $40 to $75, and totaled more than $4000, all of which the government eventually paid.

The end of the war brought an end to the threat of Indian hostilities, which brought more settlers. Perrysburg was platted in the Twelve Miles Square Reserve in 1816 and Maumee in 1817. Both quickly became thriving villages, though further down the river the site that would become Toledo remained undeveloped. Dr. Horatio Conant, who became collector of the port at Maumee, clerk of courts for Lucas County, and a justice of the peace, came to Maumee in 1816. John Hunt also settled in Maumee in 1816. He later served as the first state senator for the area. Wilson and Samuel Vance opened a store in 1816, and H.P. Barlow taught school in the settlement during the winter of 1816-17. His was most likely the first school in the Maumee Valley. Another important settler, Judge James Wolcott, came somewhat later, in 1826. In 1821 Wolcott married Mary Wells, the daughter of Captain William Wells and the granddaughter of the Miami Indian Chief Little Turtle. The Wolcott home, built along the Maumee River in 1827, became the social center of the community.

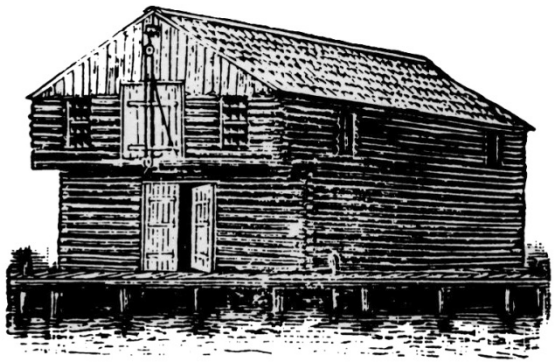
The Judge James Wolcott House

Despite the growing numbers of farmers and traders in the Maumee Valley, all of northwestern Ohio except the

military reserves established in the Treaty of Greenville remained Indian territory until 1817. In a treaty signed at the foot of the rapids near Maumee on September 29, 1817, the Indians gave up all rights to lands in Ohio, keeping for themselves only about three hundred thousand acres in nine reservations. The former Indian lands were then sold at an auction at Fort Meigs. Through the efforts of Amos Spafford, the settlers were allowed to purchase the properties they had occupied and improved.

In 1816 the settlers no longer needed military protection. The United States government resurveyed the sixteen military reserves, and ordered that the land should be sold at auction. In the new survey the land along the river was divided into river tracts instead of the square sections normally platted in the Northwest Territory. The first public sale took place at the land office in Wooster, Ohio, in February 1817. Two groups of Cincinnati land speculators formed companies for the purpose of buying land along the Maumee River within the Twelve Miles Square Reserve. To avoid bidding against each other for the same tracts, the Piatt Company and the Baum Company merged to form the Port Lawrence Company. They purchased river tracts one, two, three, and four at the foot of the rapids, and tracts eighty-six and eighty-seven on the opposite side of the river, for a total of 974 acres. They paid an average of $48.13 per acre, with 25 percent of the total of nearly $47,000 payable in thirty days and the balance to be paid in three equal annual installments.

The Port Lawrence Company laid out a town, which they called Port Lawrence, along the Maumee River at the mouth of Swan Creek. They planned between three and five hundred lots, designating three for public uses, such as schools and churches, one for a court house and jail, and two outside the town to be used for burials. The proprietors sold seventy-nine lots at the first sale, held in Port Lawrence on September 20, 1817. William Oliver and Martin Baum, both members of the Port Lawrence Company, bought two lots and built a log warehouse, resembling a blockhouse, on the north side of Swan Creek near the Maumee River.



The Warehouse, 1817
Toledo's First Building

The Port Lawrence Company lacked the money to make the second payment when it came due in 1818, and the land reverted to the government. The proprietors owed about $20,000 for river tracts one and two, and in 1821 they arranged with the government to give up those tracts and apply the payments they had made on them to what they still owed on the other tracts. In 1826 the University of Michigan, in selecting land for its own use, chose river tracts one and two. In 1852, as Ohio's canal building plans advanced, and William Oliver

realized that one of the towns along the Maumee River could become an important port, he traded other land he owned to the University to get back the two river tracts. Oliver, in partnership with Martin Baum and Micajah Williams platted a new Port Lawrence, recorded in Monroe County, Michigan, on December 20, 1832.

Despite the failure of the first Port Lawrence and the departure of many of its residents, others continued to arrive. The proprietors had hired Joseph Prentice to build their warehouse in 1817, and on December 22, 1822, his son, Frederick Prentice, was born in a small frame house on Perry Street between Summit and St. Clair Streets. This was the first white child born in Port Lawrence. Joseph Trombley owned a log house on Superior Street in 1823. Further down the river, Benjamin F. Stickney lived in a brick residence on Summit Street. Noah A. Whitney and Coleman I. Keeler, Sr., lived on what is now Collingwood Boulevard, some distance from the river. Seneca Allen, a civil engineer, came to the Maumee Valley with his wife in 1816, settling near Waterville. In 1818 they moved to the settlement near Fort Meigs, and in 1824 they took up residence in Port Lawrence.

Frederick Prentice
1822 - 1913

The first store in Port Lawrence, John Baldwin & Company, operated from the first floor of the old warehouse for several years. John T. Baldwin and Cyrus Fisher came to Port Lawrence in 1823, bringing with them a supply of dry goods sufficient to open a store. The Baldwin family lived in the old warehouse until 1833. Baldwin also owned the schooner Vermillion, which he sailed between Port Lawrence and other cities on Lake Erie. On July 13, 1833, John Baldwin bought the first land in the new Port Lawrence. He paid $25 for lot eleven, consisting of forty feet on the north side of Summit Street near the corner of Monroe Street.

Sanford L. Collins came to Port Lawrence in 1831 to work in a new dry goods and grocery store to be established at Fort Industry on Jefferson Street. The old fort had been built as a French trading post about 1670, and had passed into the possession of the British, who had abandoned it in 1796. United States troops had rebuilt it as a fort sometime between 1800 and 1803. With both Fort Meigs and Fort Miami only a few miles away, Fort Industry functioned more as an outpost than as a fort. It remained standing until about 1843.

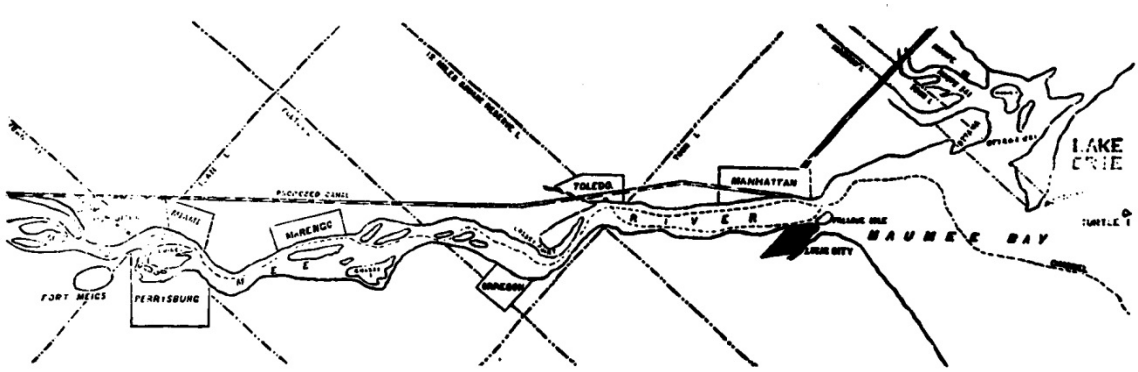
The plat of Port Lawrence filed in 1832 included the part of the present city of Toledo bounded by Jefferson Avenue, Swan Creek, Superior Street, and the Maumee River. The proprietors hired an agent to manage the property for them. Stephen B. Comstock acted as the first agent, selling a total of fifty·four lots during 1833 and the first half of 1834. He

was succeeded by Andrew Palmer, who sold thirty-five lots during 1834 and 1835. Some of the sales required the purchaser to make some improvements, such as, "to build two good houses and paint white."

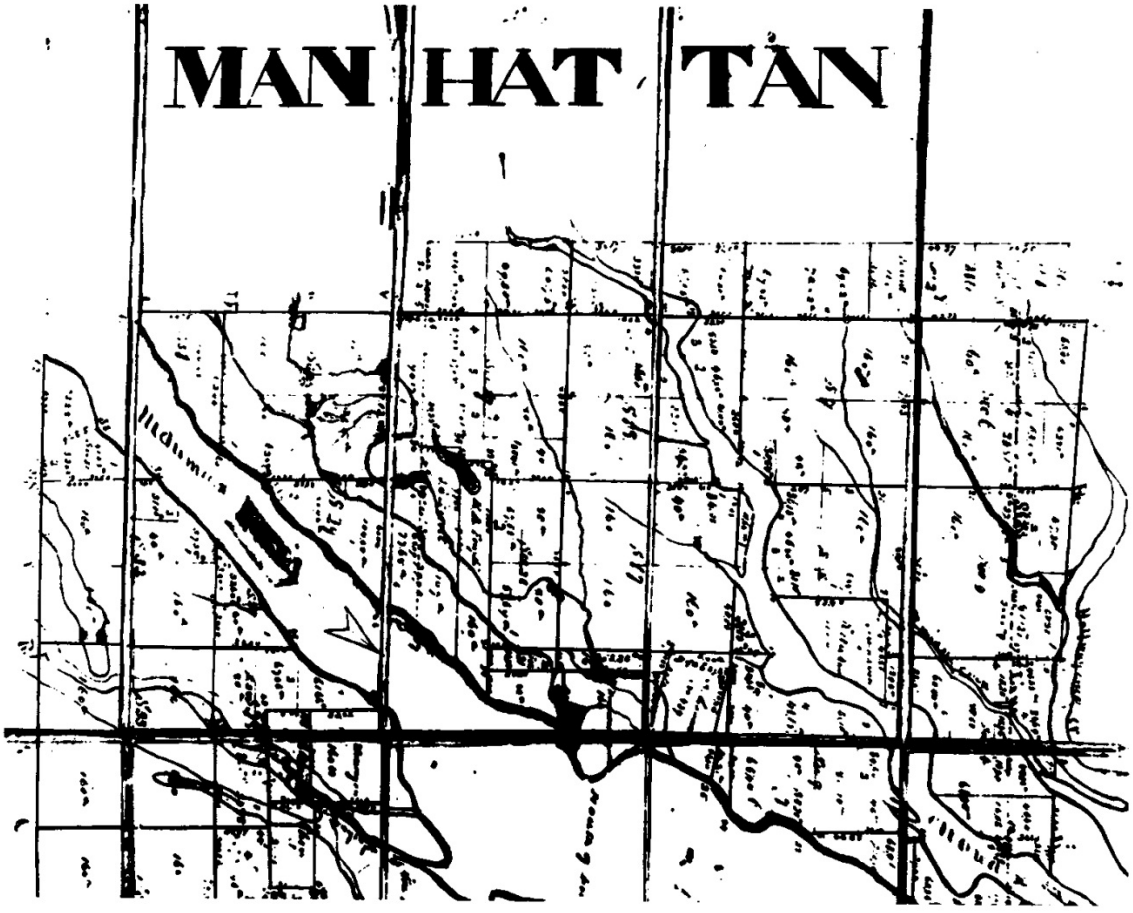
Having decided that the town would make better progress if each one of them looked after his own interests, the proprietors met in July 1835 to close out the affairs of the Port Lawrence Company. They made plans for grading streets, building a pier, and putting in sewers and culverts on Monroe Street, all to be completed when the new town of Toledo was incorporated. They set aside lots 198 and 319 for public schools, lots 175 and 366 for the first two religious groups to build churches, and five acres for cemeteries. The proprietors gave Mrs. Harriet Daniels lot 335 as a wedding present, since her marriage to Munson Daniels was the first in Toledo. The widow of General Vance received lot 215. The proprietors held out eight lots for a hotel they planned to build, and the remainder they divided among themselves. They also agreed that each of them, in proportion to his original investment, would buy shares of stock in the Erie & Kalamazoo Railroad Company "to promote the general prosperity of the town."

18 Major Benjamin F. Stickney, an Indian agent for the United States, decided in 1832 that progress in Port Lawrence was too slow. He owned a large tract of land just down the river from Port Lawrence, on which he determined to start his own town. He gave a grand ball in the Port Lawrence blockhouse in January 1833 to celebrate the platting of his new town, which he named Vistula. After two false starts, Stickney hired Edward Bissell to come from Lockport, New York, to make Vistula a reality. The two began to clear and to level the land, to build houses and roads, and to construct docks along the river between Elm and Lagrange Streets. They sold the first lots on December 19, 1833. The town prospered during 1834 and 1835. On October 2, 1835, when the Vistula Company met in Buffalo, New York, to close out its affairs, the proprietors agreed to arrangements similar to those made in Port Lawrence for lots to be used for schools and churches after the incorporation of the new town of Toledo.

Other businessmen with money to invest speculated in land along the Maumee River, surveying and platting several rival towns during those same years. Some of these towns competed with Port Lawrence and Vistula, while others existed only on paper. Orleans of the North, surveyed in 1817, was doomed because a rock bar across the Maumee River stopped the larger lake ships. The town died in 1820, when nearby Perrysburg became the county seat of Wood County. Though speculators built a sawmill, several stores, and two or three



The Towns Along the Maumee River, 1835



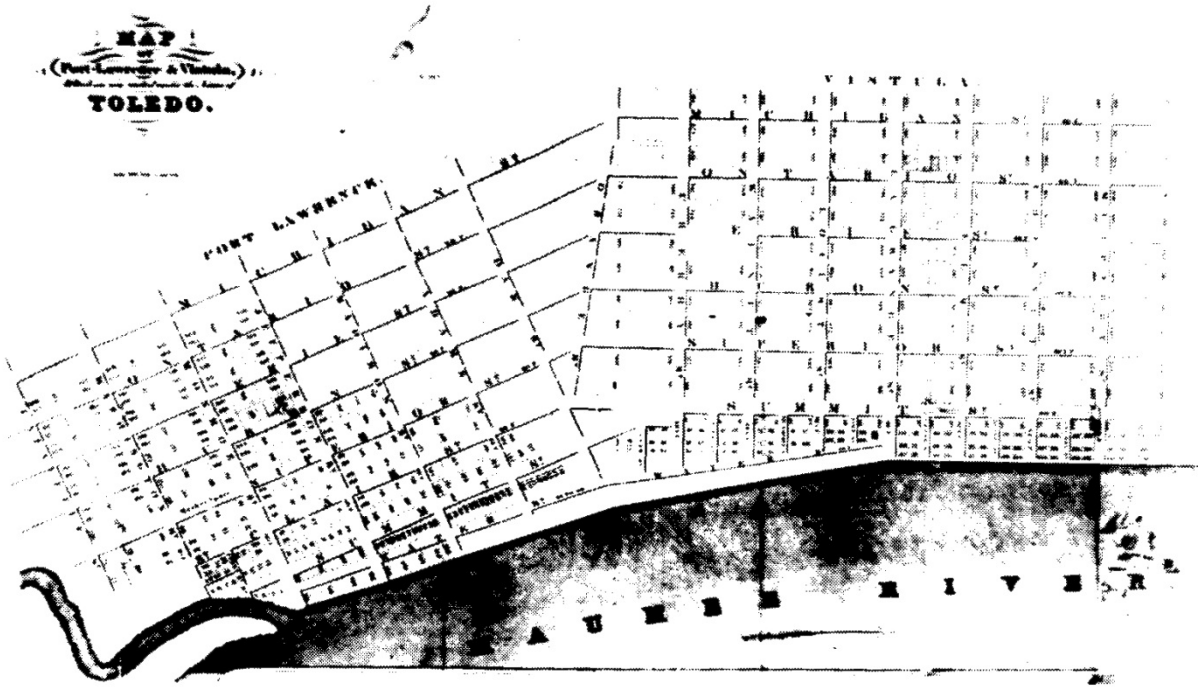
A Plat Map of Manhattan, 1835

houses, Marengo, platted in 1836 about three miles down the river from Perrysburg, lasted only a short time. East Marengo disappeared even more quickly. Stephen B. Comstock, one of the Port Lawrence investors, planned a new city between that town and Marengo, near what is now Walbridge Park. Comstock sold lots in Austerlitz, despite the dense forest that covered the site.

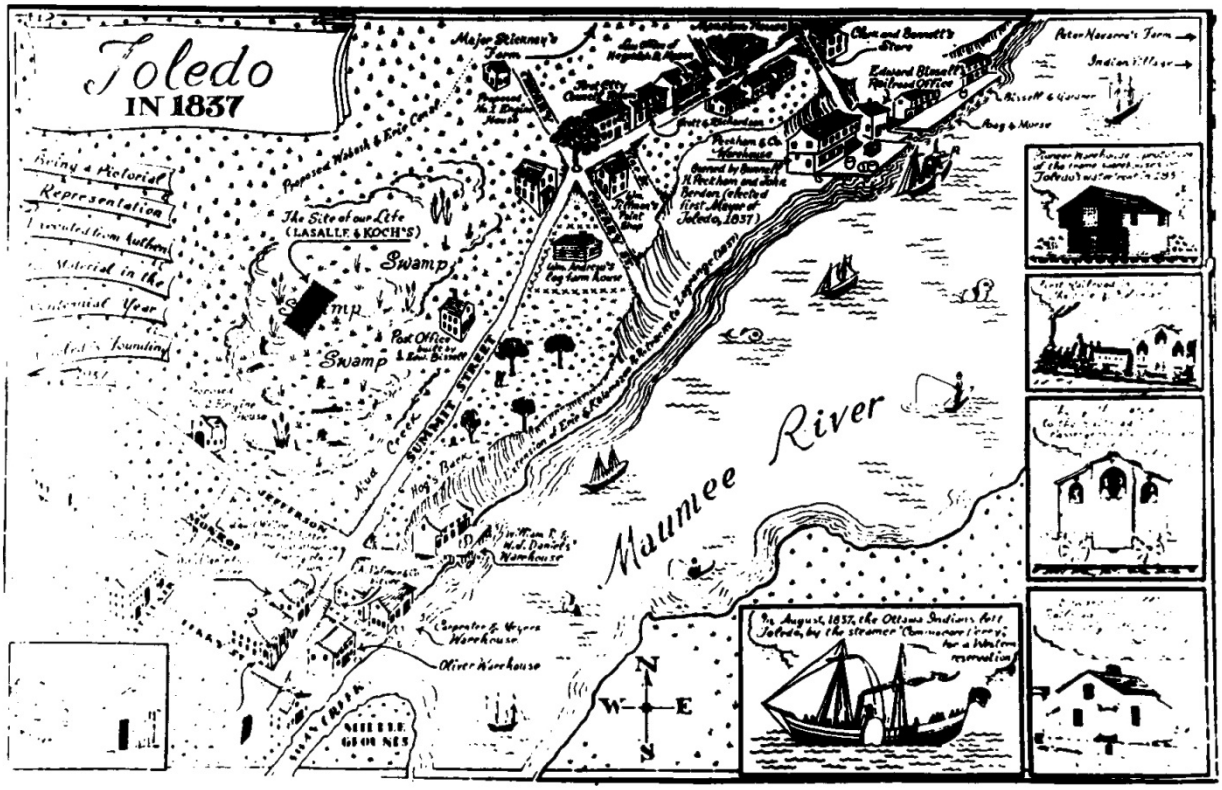
Up the river from the present city of Rossford, a store, a tavern, and a few houses, all built about 1833, made up the town of Oregon. It lasted only until 1840. Lucas City, surveyed in the spring of 1836 on the east side of the river, never became reality. On the west side and further down the river from Port Lawrence and Vistula, hopeful investors laid out the city of Manhattan in 1835. They built docks and warehouses, and opened a large hotel in 1836. The Bank of Manhattan, organized on March 25, 1836, was the first banking institution in the area. Of all the "paper towns," only Manhattan, which eventually disbanded to become part of Toledo, offered any real competition for Port Lawrence and Vistula.

By 1833 the rivalry between Port Lawrence and Vistula jeopardized the success of both towns. The business interests of both communities proposed that they merge to become one city with one name and one government. After considerable agitation each town had secured its own post office about 1832, but the United States customs office remained in Maumee. In addition, both towns had contributed to the building of a national road, which ended at Maumee, leaving Port Lawrence and Vistula with no passable road to other parts of Ohio. Both towns wanted to mark the navigation channel in the river and improve facilities for lake shipping. Both recognized that whichever Maumee River town became the terminus for the canal soon to be built, would survive and prosper. Discussion of a possible merger went on throughout the summer of 1833. During the fall the proprietors of both towns called a public meeting to consider the question. Sentiment strongly favored uniting the two towns, but neither group would consider accepting the other’s name, so an entirely new one had to be found. Several accounts credit different people with the suggestion, but the only certainty is that the new name of Toledo was derived from the ancient city of Toledo in Spain.

In 1834 Dr. Jacob Clark stopped in Cleveland on his way to Toledo from New York State. In Cleveland he was told that Toledo was located in the midst of a great marsh, and that its inhabitants were practically all Indians, frogs, or muskrats. Arriving by boat, he found forests and high banks on both sides of the Maumee River. An old log warehouse stood near a dock at the foot of Monroe Street. The only hotel, the Port



Port Lawrence and Vistula, 1834



An Artist's Conception of Toledo, 1837

Lawrence House, later named the Indiana House, at the corner of Summit and Perry Streets had no beds available, so he spent the first night on the floor. The following morning he went out to look at the town. He climbed about twenty-five feet up a steep hill to reach the river bank, from which he could see open space and then an Indian trail leading toward Lower Town. Upper Town included the area between Jefferson and Perry Streets, as far as Swan Creek and the city limits. An old blockhouse and the old Fort Industry stood at Jefferson and Summit Streets, with the hotel, a frame house, a brick house, and a few small buildings scattered along the river. Middle Town consisted of an old log house occupied by a washer-woman. Lower Town extended from Oak to Magnolia Streets. A store stood at the corner of Summit and Lagrange Streets, along with two houses, a hotel, an office, and at the foot of Lagrange Street, a warehouse. A few houses lined the river as far down as Bush Street, where Major Stickney lived, and a half mile further, Colonel Wilkinson. Only an Ottawa Indian village occupied the forest beyond that point.

Dr. Clark decided to stay in Toledo. In 1834, in partnership with Irvine Browne, he issued the town's first newspaper, the *Toledo Herald*. Publication stopped temporarily when Browne became ill. When it resumed early in 1835, the name was changed to *Toledo Gazette*. A group of Toledo businessmen hired George B. Way to be the editor of Toledo's second newspaper, the *Toledo Blade*. The first issue appeared on December 19, 1835.

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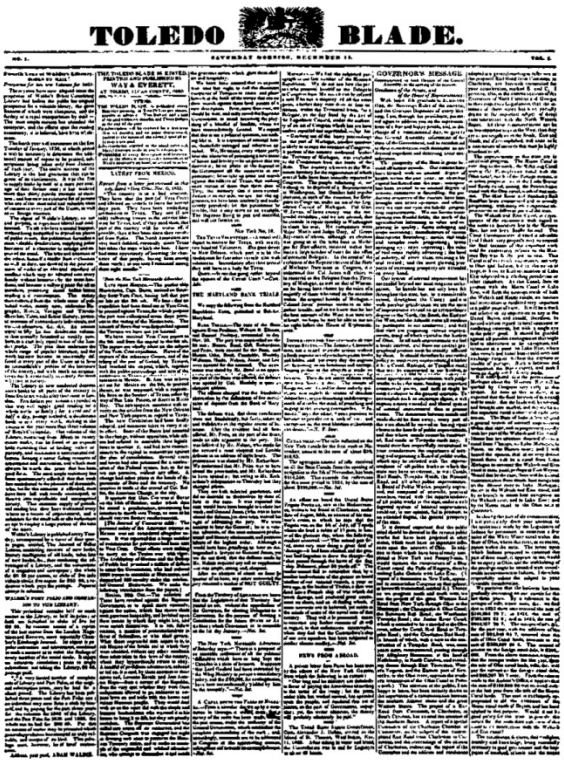
Edward Bissell started a sawmill between Elm and Chestnut Streets in 1834. That same year a foundry opened on Lagrange Street, and Shaw & Babcock established a brickyard. Toledo's second hotel opened in 1835, when a residence on Summit Street between Locust and Lagrange Streets was enlarged to become the Mansion House, later the Franklin House. The first livery stable located there that same year. By 1836 Toledo claimed seven hotels, six warehouses, thirty-five stores, two sawmills, four lumber yards, twelve lawyers, three schools, and two newspapers. By the time Toledo incorporated as a city, on January 7, 1837, as many as two thousand people lived in the city and the surrounding area.


TOLEDO BLADE.

The Front Page of the First Toledo Blade

3 The Toledo War

A Map of the Old Northwest, 1797

On January 7, 1837, Toledo incorporated as a city within the state of Ohio. Nearly three weeks later, on January 26, 1837, Michigan joined the Union as the twenty-sixth state. On June 15, 1836, Congress established Michigan's southern boundary, thus ending a long-standing dispute over the boundary line between Ohio and Michigan. The dispute had originated with the Ordinance of 1787, and the inaccurate maps of the time. It became an issue only when engineers and surveyors arrived to determine which Maumee River town would become the Lake Erie port on the canal then under construction in Ohio. They favored the new city of Toledo, but both Ohio and Michigan claimed the strip of land Toledo occupied, and both desired the benefits to be gained from a prosperous commercial center. During the spring and summer of 1835 the dispute between the state of Ohio and the Michigan Territory became an open conflict known as the "Toledo War."

At the end of the American Revolution the United

The Toledo War

States gained possession of not only the thirteen colonies, but all the territory northwest of the Ohio River. To provide for the formation of future states, Congress passed the Ordinance of 1787, which created the Northwest Territory. The Ordinance set up a temporary territorial government, and designated that, when the population warranted it, the region would be divided into not fewer than three nor more than five states. The Ordinance determined the northern boundaries of what are now the states of Michigan, Indiana, and Illinois by the line dividing the United States from territory still belonging to Great Britain. It also designated that when the eastern part of the Northwest Territory became a state, it would include the area north of a line drawn east and west through the southern end of Lake Michigan to the mouth of the Maumee River, and into Lake Erie to intersect with the boundary line between the United States and the British possessions. The area to the north of the Ordinance Line would remain a part of that state until its population reached 60,000, when it was to be divided into one or two additional states. The Ordinance further required that the boundaries not be changed except by agreement of the states involved.

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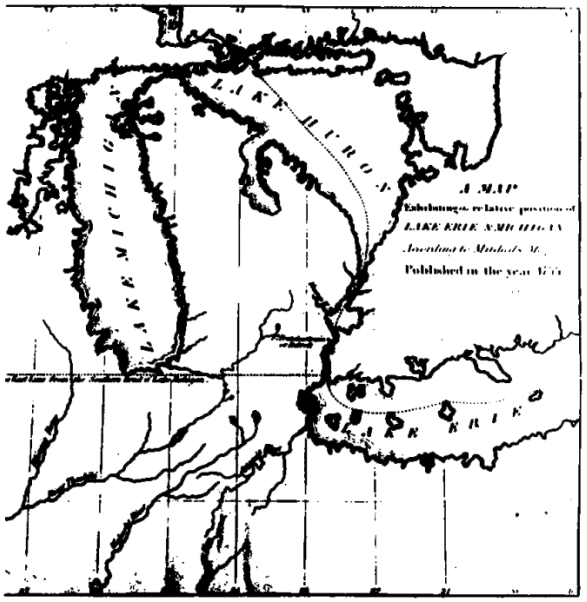
Congress passed the Ordinance of 1787 before many white people had seen the Northwest Territory. Settlers had just begun to move into the Ohio country, where the regions affected by the boundary lines remained Indian territory. The lawmakers, and indeed many of the settlers, had little knowledge of the geography of the new territory, and the maps available then added to the uncertainty. The maps differed in various details, in particular the location of the southern end of Lake Michigan. The map Congress used in drawing the Ordinance Line in 1787 showed the lake lying considerably to the north of its actual position. In reality a line drawn from the southern tip of Lake Michigan would not intersect with Lake Erie or the boundary line between the United States and the British territory at all, and it would cross the Maumee River far to the southwest of its mouth.



An Inaccurate Map Showing Lake Michigan Too Far North

On April 30, 1802, Congress authorized the people of the Ohio Territory to call a constitutional convention to prepare for statehood. The delegates, meeting in Chillicothe, discussed the problem of the northern boundary of Ohio and the inaccurate maps. They argued that Congress intended that the Ordinance Line reach Lake Erie north of the Maumee Bay, and that they should adopt this line without reference to the position of Lake Michigan. A hunter who happened to be in Chillicothe while the convention was in session told some of the delegates that he had spent many years in the area of Lake Michigan, and that the maps he had seen showed the lake miles north of its true position.

The Toledo War

The Ohio lawmakers decided to take no chances with the state's northern boundary. The constitution that they adopted on November 29, 1802, gave the Ordinance Line as the northern boundary, with an important condition. If later surveys should show that the southern tip of Lake Michigan extended so far south that a line drawn due east would not intersect Lake Erie, or would intersect the lake east of the mouth of the Maumee River, the boundary line would become a line drawn directly from the southern end of Lake Michigan to the most northern part of the Maumee Bay. Congress admitted Ohio to the Union as a state on February 19, 1803, without reference to its northern boundary. Despite the provision of the Ordinance of 1787 that the area north of the line should remain a part of Ohio until ready for statehood itself, the state of Ohio took in only the territory south of the line. Congress created the Territory of Michigan on January 11, 1805, with its southern boundary the Ordinance Line.

A Corrected Map Showing the Two Ohio-Michigan Boundaries

Michigan claimed all land south to the Ordinance Line and extended its territorial laws over the area. For several years no one objected to this arrangement. Finally, Amos Spafford, representing about fifty families in the settlement at the Maumee River rapids, wrote to the Governor of Ohio on January 23, 1812, asking whether Ohio and Michigan had reached any understanding about the boundary. The majority of those he represented considered themselves citizens of the state of Ohio and felt no obligation to obey Michigan's laws. They asked to have Ohio laws extended to include them. Congress ordered that the boundary line be surveyed, but the War of 1812 intervened and nothing further was done until 1816. The surveyor, William Harris, completed his work in 1817, based on the Ohio Constitution. When the governor of Michigan complained, President Monroe ordered that the line again be surveyed, this time in accordance with the Ordinance of 1787. John Fulton completed the second line in 1818. Ohio claimed the Harris Line as its boundary, and Michigan claimed the Fulton Line. Between the two lines lay a wedge-shaped strip stretching from the Indiana border, where it was five miles wide, to Lake Erie, where it was eight miles wide.

Though Congress recognized the problem that the two lines presented, it did nothing to resolve the issue, and Michigan continued to claim jurisdiction over the area. Ohio created Wood County in 1820, giving it jurisdiction up to the Harris Line. In 1821 Wood County tried to collect Ohio taxes in the disputed strip, but the settlers had little interest in politics and refused to pay. Michigan organized Port Lawrence Township in the disputed area in 1827, and in 1831 asked Congress for permission to call a constitutional convention and

apply for statehood. Congress denied the request because of the unresolved boundary question.

The canal and the question of which town on the Maumee River would become its northern outlet to Lake Erie finally drew attention to the boundary issue. The state of Ohio had begun some years earlier to build a canal to connect Lake Erie with the Ohio River at Cincinnati. The canal had been completed as far north as Piqua, but until about 1855, there was no interest and too few people to warrant extending it on to the lake. Ohio was ready in 1835 to continue the canal northward, but officials had to first determine what city would be the northern port. Though Maumee hoped to become the port city and profit most from the commerce the canal would bring, navigation that far up the Maumee River would have required a dam to make the water deep enough for large ships. The surveyors and state officials determined that Toledo would be the better choice for the northern outlet of the canal. However, since the state of Ohio was building the canal, the northern port would have to be a city within Ohio. Maumee fell under Ohio's jurisdiction, but Toledo lay between the Harris and Fulton Lines in the area claimed by both Ohio and Michigan. Residents of Toledo believed the city's future growth depended on the canal and they urged the Governor of Ohio to exercise jurisdiction over the disputed strip.

The Michigan Territorial government passed a Pains and Penalties Act on February 12, 1835, intended to prevent Ohio from extending its jurisdiction into the disputed strip. This legislation provided fines of up to $1,000 and up to five years in prison at hard labor for accepting an office or carrying out any official function by any authority other than Michigan's within territory Michigan claimed. In addition, despite the earlier denial from Congress, Michigan's new territorial governor, Stevens Thomson Mason, called a constitutional convention to meet in Detroit on the second Monday in May to prepare for Michigan's entrance to the Union with the Fulton Line as its southern boundary. The Ohio Legislature passed an act on February 23, 1855, extending the northern boundaries of Wood, Henry, and Williams Counties to the Harris Line. It also created Port Lawrence and Sylvania Townships, directed that township officers be elected on the first Monday in April, and ordered that the governor appoint three commissioners to begin on April 1 to survey and re-mark the Harris Line.

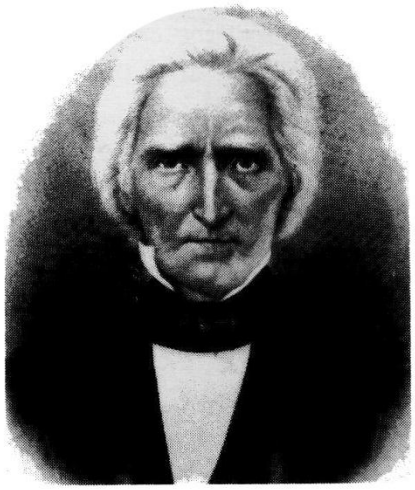
Ohio Governor Robert Lucas arrived in Perrysburg with the boundary commissioners on March 31, on the way to survey the Harris Line. His military staff joined him and immediately raised a volunteer militia of about six hundred men. They camped at Fort Miami while they waited for orders

Michigan Governor Stevens T. Mason
1811 - 1843

The Toledo War

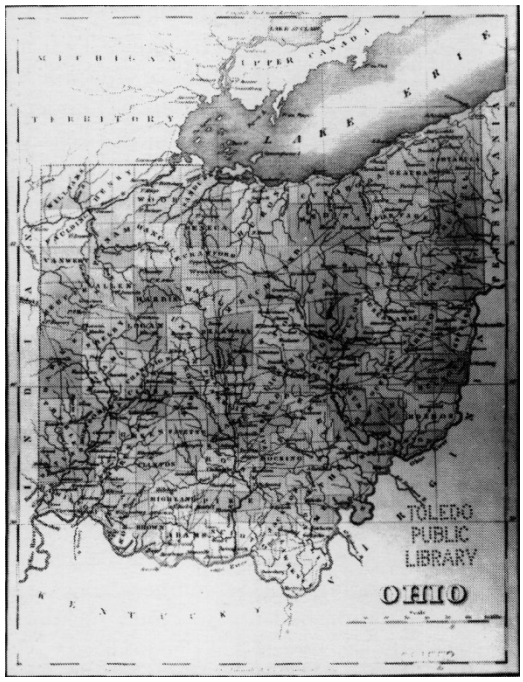
from the governor. Governor Mason moved into Toledo with about one thousand Michigan troops about that same time.

Governor Lucas had encouraged President Andrew Jackson to appoint two special commissioners to try to settle the matter peacefully. They arrived in Toledo on April 3, and made their recommendations on April 7. The commissioners advised that the Harris Line be surveyed, and that the people in the disputed strip be left to make their own choice of government until the next session of Congress. Lucas agreed and disbanded his military force. He hired S. Dodge, an engineer for the Ohio Canal, to survey the Harris Line, beginning immediately at the northwestern corner of the state. On April 25, with about half of the line completed, the surveying party camped in Henry County about one mile south of the Harris Line. They planned to spend the next day, a Sunday, in camp, but about noon the Michigan posse showed up to arrest them. The surveyors escaped across the Fulton Line before the force of about fifty mounted men armed with muskets reached the camp, but nine Ohio guardsmen barricaded themselves inside a log cabin and were captured. They escaped, but were captured again and taken to the jail in Tecumseh, Michigan. Work on the Harris Line stopped.



Ohio Governor Robert Lucas
1871 - 1853

Michigan held elections for township officials in the disputed strip on April 1, and on April 4 for delegates to the constitutional convention. On April 6 Ohio elected township officials in the disputed strip, and on April 8 the Monroe County sheriff and his posse moved into Toledo and began arresting those who had been active in the Ohio elections. Governor Lucas called the Ohio Legislature into special session on June 8, 1835, to pass a law against kidnapping Ohio citizens. Also on that day, the legislature created a new Ohio county in the disputed strip, and named it for Governor Robert Lucas. It was formed from the northern part of Wood County and part of the northwestern corner of Sandusky County, and Toledo was made the temporary county seat. The legislation required that a session of the court of common pleas be held in the county on the first Monday in September. Governor Lucas appointed a three-man delegation to meet with President Jackson and advise him of Ohio's actions, and to ask that the resurvey of the Harris Line be completed without further difficulty and that Michigan stop arresting Ohio citizens. They reported that the President agreed to their requests, but he ordered that they avoid any hostilities until Congress had time to act.



A Map of Ohio Before the Creation of Lucas County

Michigan posses raided in the disputed territory throughout the summer of 1835, arresting Ohio sympathizers. More than one important citizen was taken off to the Monroe

County jail, some on more than one occasion. Just after the township elections in April, some thirty-five or forty Michigan militiamen broke into the home of Major Benjamin Stickney in the early morning hours and seized Dr. Naaman Goodsell and George McKay. After some rough treatment, the two men were lodged in the Monroe County jail. Stickney's daughter was slightly injured in the episode. On another occasion the two escaped a pursuing force of three or four hundred of the Michigan troops.

In July the deputy sheriff of Monroe County came to Toledo to arrest George McKay and Two Stickney, the younger of Major Stickney's two sons. Neither man went quietly, and in the scuffle, Two Stickney stabbed the deputy sheriff, Joseph Wood, in the left side with a small knife. A physician treated Wood's wound, which was not serious, and the deputy left for Monroe the following morning. This was the only blood shed in the "Toledo War." Stickney escaped over the Fulton Line. When Governor Mason later asked Governor Lucas to give up Two Stickney so he could be punished for his assault on the Michigan deputy sheriff, the Ohio Governor refused on the grounds that the stabbing had taken place within Ohio. After Stickney's escape, the posse arrested his father, Major Benjamin Stickney, and George McKay, along with about six others. Major Stickney resisted strenuously, with his whole family joining the struggle. Two men tried to hold him on a horse for the trip to Monroe, but he fell off repeatedly until they finally tied his feet under the horse's body. Michigan continued to arrest Ohio citizens without regard to President Jackson's agreement with Ohio that the survey should be completed and such arrests should stop. Therefore, on August 29, 1855, the President removed Mason as acting Governor of the Michigan Territory.

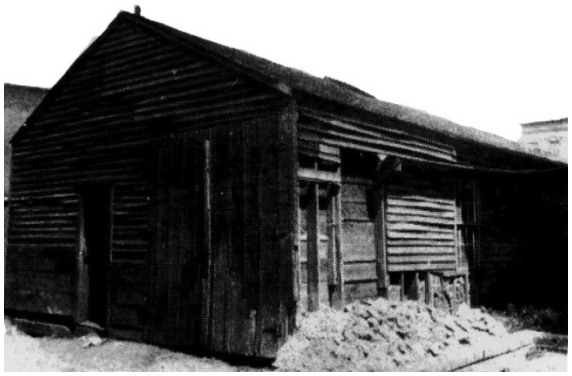
Two Stickney
1810 – 1862

Governor Lucas found himself in a difficult position. The legislation creating Lucas County required that the court of common pleas be held in the new county on September 7. Holding that court would positively prove Ohio's jurisdiction over the disputed area. However, the Michigan militia had orders to arrest any Ohioans holding court in Toledo, and Governor Lucas had agreed to avoid hostilities over the boundary question until Congress could make a decision. Since he could not use force to hold the court, he decided to use strategy. Reasoning that September 7 began at midnight, and that the legislation had not specified an hour for the court to open, the officials agreed that one hour was as good as any other. Twenty volunteers were selected to act as guards, and the party left Maumee at one o'clock in the morning to hold court in Toledo. The Court of Common Pleas in and for the County of Lucas and State of Ohio opened for the first time at three

The Toledo War

o'clock on the morning of September 7, 1835, in a frame school house between Washington and Monroe and Michigan and Erie Streets, then just outside Toledo. Junius Flagg of Toledo acted as sheriff, and the court appointed Dr. Horatio Conant of Maumee clerk. The business of the court consisted of appointing John Baldwin, Robert Gower, and Cyrus Holloway county commissioners, and approving the clerk's bond.

According to legend, the clerk recorded his minutes on loose pieces of paper, which he then placed in his tall bell-shaped hat. When the court adjourned, those present went to the tavern kept by Munson Daniels nearby to drink to their success. The celebration was interrupted when someone came into the tavern and warned of a large force of the Michigan militia heading their way. The report turned out to be false, but the men ran to their horses and took the road to Maumee at top speed. When they paused for breath on the hill across Swan Creek near where the Oliver House now stands, they discovered that the clerk of the court had lost his hat containing the minutes of the proceedings. Without the written record, the whole undertaking would be a failure. The clerk and two guards went back on foot to search, and soon recovered the hat with the papers safe inside. The party fired two salutes and returned to Maumee, arriving soon after daylight.



The First Lucas County Courthouse, 1835

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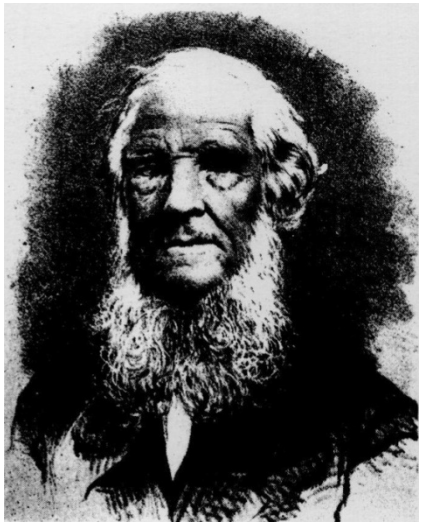
Disregarding his removal as acting governor of the Michigan Territory on August 29, Stevens T. Mason led the Michigan militia to Toledo on September 6 to prevent any Ohio judges holding court the following day. They camped that night, expecting to fight the next morning, but when they reached Toledo, they found no Ohio soldiers. Disappointed, some of the Michigan volunteers stayed in Toledo for three days, drinking, carousing, and plundering, especially in Major Stickney's vegetable garden. The Michigan militia disbanded on September 10, and since the Ohio militia had already gone home, the "Toledo War" was over.

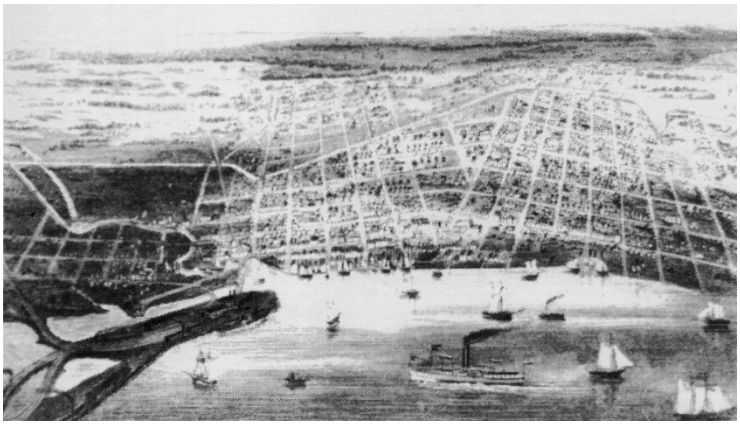


Dr. Horatio Conant
1785 - 1879

Public sentiment recognized the jurisdiction of the Lucas County Court of Common Pleas, ending all resistance to Ohio's authority. President Jackson appointed Charles Shaler to replace Mason, but he declined, and John Horner became acting governor of Michigan. Governor Horner and Governor Lucas established friendly relations between Ohio and Michigan, and the Harris Line survey was completed in November, while everyone waited for Congress to convene in December. On June 15, 1856, after months of study and debate, Congress passed the Clayton Act, admitting Michigan to the Union, and fixing the Ohio-Michigan boundary at the Harris Line. The legislation came during an election year, and in deciding in Ohio's favor, Congress almost certainly considered Ohio's

electoral vote, since Michigan remained a territory with no electoral vote. The approximately 450 square miles in the Toledo strip went to Ohio, but as a compromise, Congress gave Michigan the Upper Peninsula, taking about 9,000 square miles of valuable iron, copper, and timber land from the Wisconsin Territory.

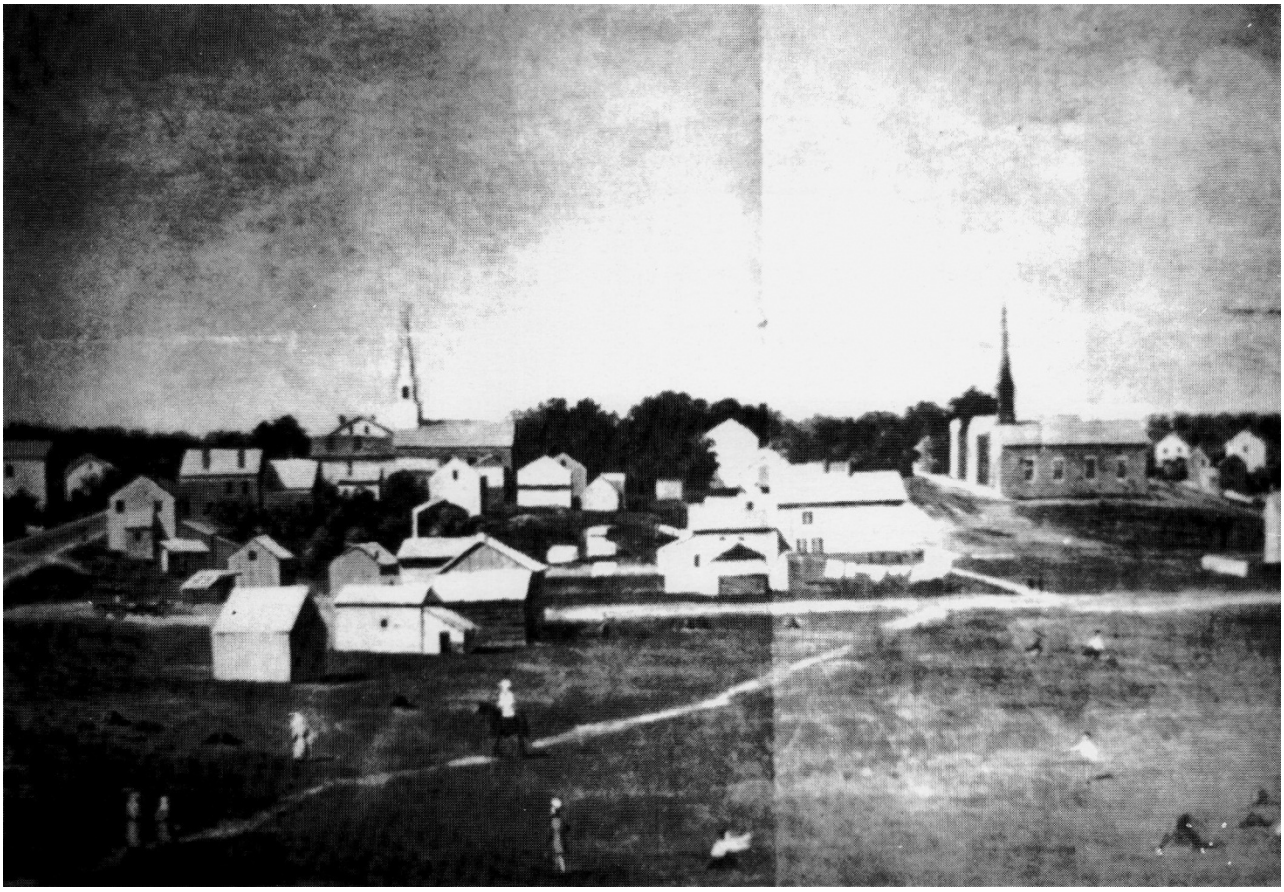
4 The Canals & Railroads



An Artist's Conception of Toledo, 1856

Toledo grew quickly after the rivalry between Port Lawrence and Vistula ended in 1833 with their agreement to merge into one town. The new town soon needed an organized city government. When the Ohio General Assembly met in 1836, Toledo petitioned to be incorporated as a city. House Bill No. 30 passed both houses and was signed by Governor Vance on January 7, 1837. It provided that Toledo "shall be and hereby is declared to be a city, and the inhabitants thereof are created a body corporate and politic, by the name of the 'City of Toledo,' and by that name shall be capable of contracting and being contracted with, of suing and being sued, pleading and being impleaded, answering and being answered unto, in all courts and places, and in all matters whatsoever; with power of purchasing, receiving, holding, occupying and conveying real and personal estate, and may use a corporate seal and change same at pleasure."

The city held its first election on March 6, 1837, with Democrat Andrew Palmer opposing Whig John Berdan for mayor. Berdan was elected, along with the members of the first city council, who in turn elected other officers at their first meeting a few days later. On April 24, 1837, the city council passed an ordinance to tax personal property, and on May 29



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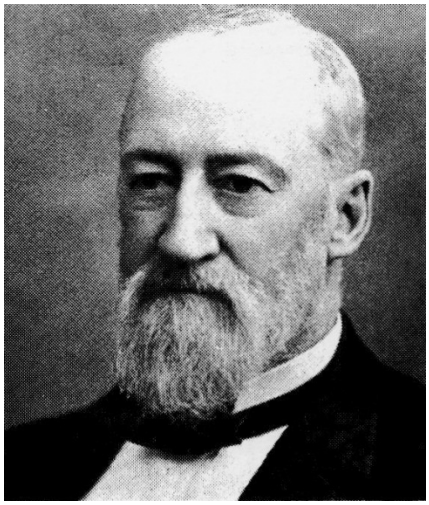
An Artist's Conception of Toledo, 1852

they appointed a committee to determine the cost of two fire engines for the city. The council also appointed a committee on public health to "examine the various pools of standing water in different sections of the city, and take measures for drying up or draining same."

Most of Toledo's business district was low and wet. Mud Creek, a sluggish stream that often became a lagoon, wound through the city just north of and parallel to Summit Street. This left a huge swamp between Jefferson Avenue and Monroe Street as far out as Tenth Street, and northeast of Adams Street nearly to Bay View Park. In 1852 Jesup Scott purchased seventy acres of Toledo real estate, including the present sites of the Lucas County Courthouse and the Toledo-Lucas County Public Library. On an inspection tour of his property, he and Austin Scott became lost in the swamp near the corner of Huron and Adams Streets. Only the whistle of a



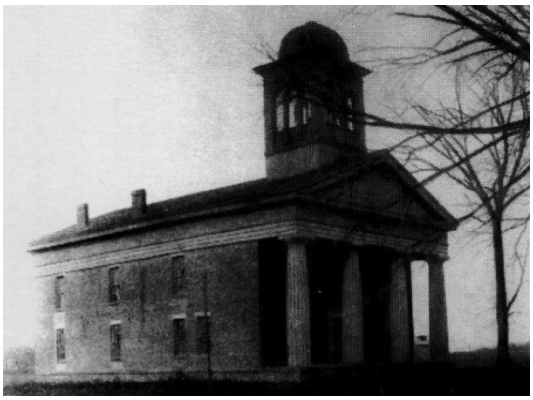
John Berdan
1798 - 1841

steamboat passing on the river guided them out. Later, in 1844, he offered this same corner as a building site for the First Congregational Church. The congregation declined, because they could get to the building site only by jumping from log to log across the marsh. The mud and swamps, and resulting malaria earned for Toledo the nickname of Frog Town and the reputation of an unhealthy place to live. A cholera epidemic in 1832, and the annual summer onset of ague or malaria, commonly called Maumee fever, discouraged all but the most determined settlers.

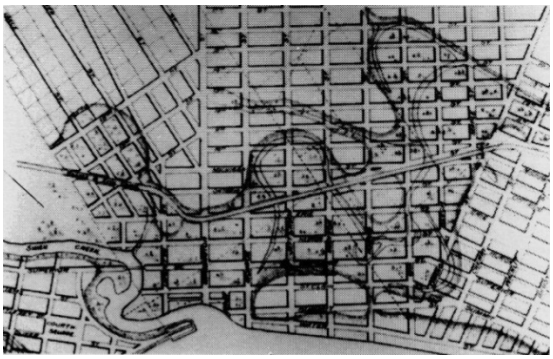
The Ohio legislature created Lucas County in 1835 with Toledo as its county seat. Toledo's slow growth and Maumee's more central location at that time led some of Maumee's leaders to begin a campaign to move the county seat to that town. Individual Toledoans had pledged $20,000 toward building a courthouse on donated land at the mouth of Swan Creek. In July of 1839 city council appropriated $80 to fight the effort to move the county seat to Maumee. The entire county voted on October 8, 1839, to leave the seat of government in Toledo, but Maumee appealed and in 1840 the legislature appointed three commissioners to review the issue. Maumee claimed that Toledo had paid canal diggers to stuff the ballot boxes. The review favored Maumee. The county built a courthouse along River Road in Maumee, on the site of Dudley's Defeat in the War of 1812. The Maumee branch of the Toledo-Lucas County Public Library stands on that site today.

Maumee lost its central location in 1850, when Fulton County was created from the western part of Lucas County. In addition, the population of Lucas County increased from 9,382 in 1840, to 12,363 in 1850, with more than 80 percent of that increase in the city of Toledo. Toledo asked to have a referendum on the issue of the location of the county seat, and on October 12, 1852, Lucas County chose Toledo. A new three-story brick courthouse was completed about a year later near the corner of Adams and Erie Streets. On August 22, 1836, the Ohio Canal Commission decided to continue the canal through Toledo to Manhattan, but to give both Maumee and Toledo connecting canals, or sidecuts, between the main canal and the river. The state awarded contracts in May 1837 to build the section from the mouth of the Maumee River at Manhattan past the rapids at Maumee.

The canal workers, mostly Irish immigrants, dug with picks and shovels, then lined the sides and bottom of the huge trench with clay to prevent erosion. Between Providence and Manhattan nine locks, built from stone quarried at Marblehead



The Lucas Count Courthouse, 1840

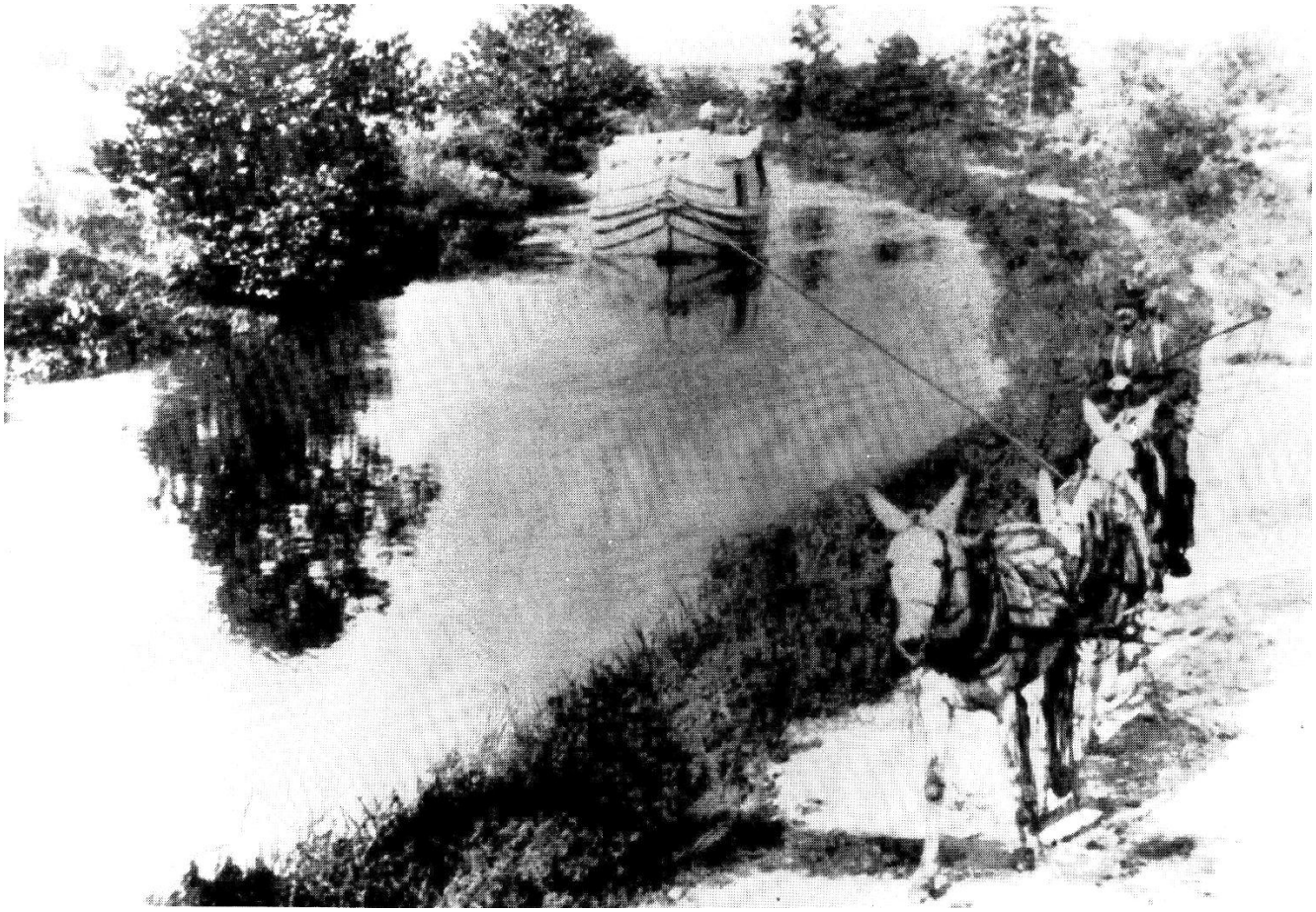


A Map of Toledo Showing the Canal, 1837

A Canal Lock at the Maumee Side-Cut

near Port Clinton and brought to Toledo on lake ships, lowered the main canal about sixty feet. At Maumee a side-cut two and one-half miles long lowered the canal sixty-three feet to the level of the Maumee River. Each of the six locks in the Maumee side-cut was ninety feet long and fifteen feet wide. The side-cut at Toledo, with two locks, lowered the canal fifteen feet into Swan Creek, and an aqueduct carried the main canal over Swan Creek, to cross Toledo between Michigan and Ontario Streets. At Manhattan two locks lowered the canal into the Maumee River. Because so many of the canal workers became ill and died from malaria during the summers of 1837 and 1838, the canal contractors suspended work during the summers. This, along with continuing financial difficulties, delayed the canal's completion long past the anticipated two years.

The city declared a holiday on May 8, 1843, the day the first canal boat from Indiana was to arrive in Toledo. The



A Canal Boat Pulled by Mules

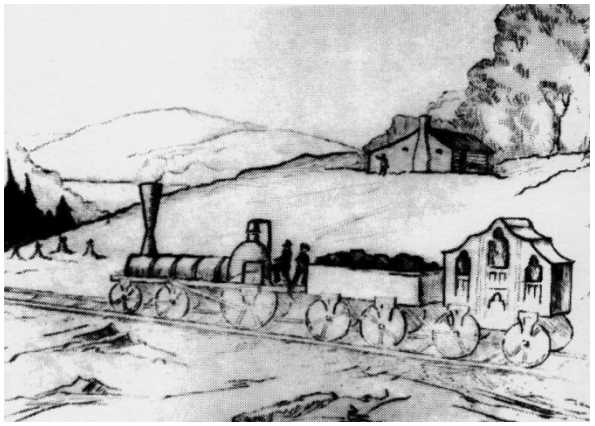
stores closed and most of the city met the boat with flags and a brass band to welcome the captain and crew. The first canal boat from Cincinnati did not arrive in Toledo until June 27, 1845, because heavy forests south of the junction of the Miami and Erie and the Wabash and Erie Canals, in Paulding County, Ohio, slowed construction on that part of the canal. Canal tolls at Toledo in 1847 amounted to $63,869, and in 1848, 3,753 boats cleared from Toledo for a total of $117,220.25 in tolls. Toledo shipped 1,121,401 bushels of wheat in 1848, and 2,052,071 bushels of corn in 1849. At any one time, as many as fifty or sixty boats might be loading or unloading at the docks. By 1850 canal shipments worth $10 million a year passed through the city. Toledo called itself the "Corn City."

Canals in Ohio never made enough money to pay more than maintenance costs and some interest on their debts, and canal traffic declined as the railroads grew. Wherever canals and railroads competed, both lowered their rates until neither

The Canals & Railroads

made a profit, but the railroads could raise their rates in areas away from the canals to make up the loss. In 1861 the state leased the canal system to private corporations for seventeen years. During this time the legislature officially abandoned some of the canals, and by 1878, when the leases expired, what remained of the canal system had deteriorated from lack of upkeep. In a few areas where no railroads competed for business, the canals operated for some years longer. In Toledo, the leaseholder stopped using the two locks at Manhattan and the state legislature made this action official in 1864. In 1871 the state abandoned the aqueduct across Swan Creek and nearly four miles of the canal where it crossed the city, leaving canal traffic to lock into the Maumee River at the Toledo side-cut. The Miami and Erie and the Wabash and Erie were the last canals remaining in use in Ohio.

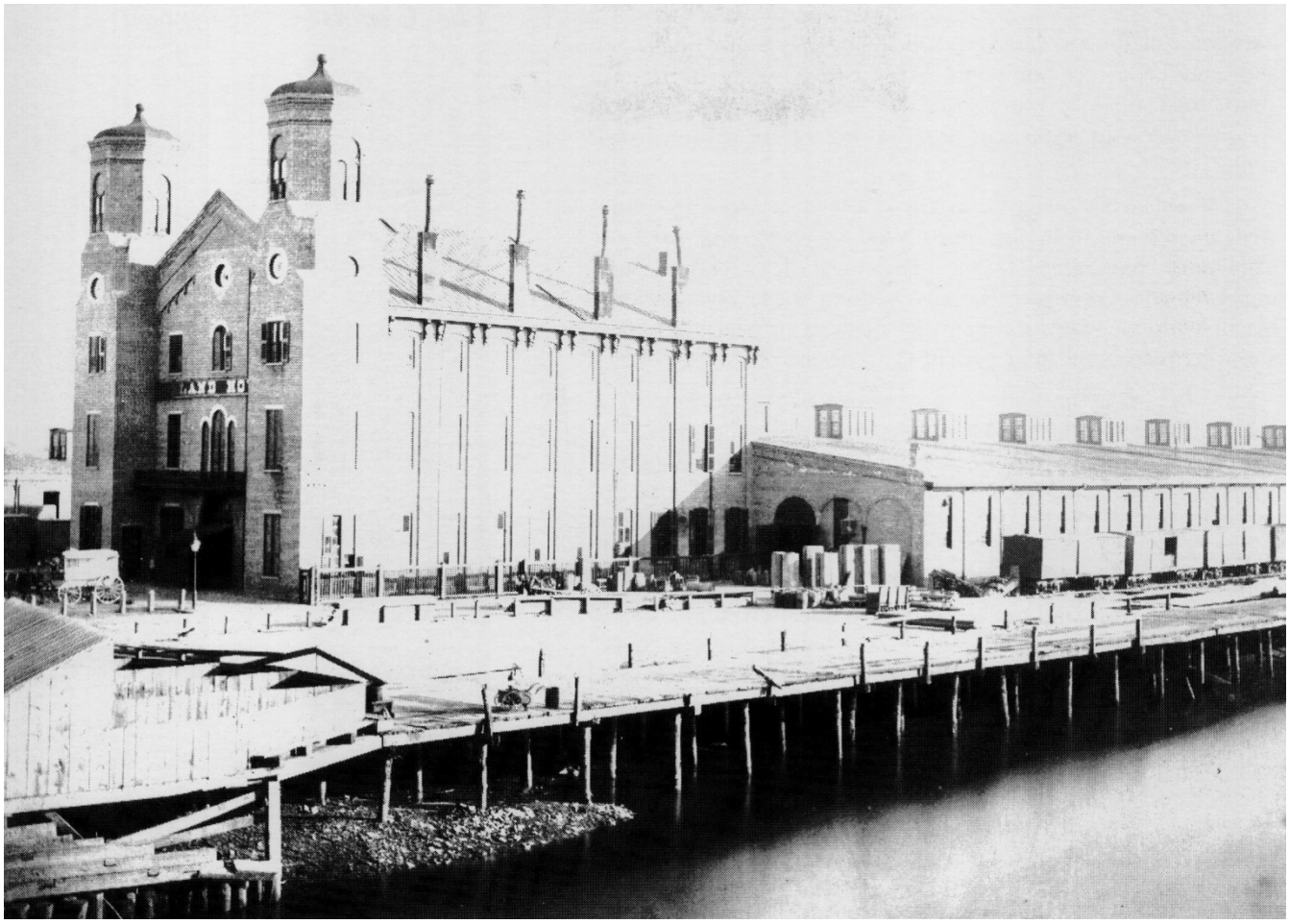
The railroads actually arrived in Toledo before the canal. Several Port Lawrence businessmen incorporated the Erie & Kalamazoo Railroad on April 22, 1833, in the Territory of Michigan. When the towns of Port Lawrence and Vistula merged to form Toledo, the terms of the merger required that the land owners buy stock in the new railroad. This was the first railroad company west of the Allegheny Mountains. The first train ran from Toledo to Adrian, Michigan, on October 3, 1836, pulled by horses, because the locomotives, "Adrian No. 1" and "Toledo No. 2," on order from the Baldwin Locomotive Works in Philadelphia, had not arrived. The engines came in 1837, and with steam power, the trains reached a top speed of twenty miles a hour.



One of the First Passenger Cars on the Erie & Kalamazoo Railroad

In financial trouble from the beginning, the Erie 8: Kalamazoo became part of the Michigan Southern Railroad in 1849. The Michigan Southern then built a connecting railroad from the Michigan line to Chicago, and on May 22, 1852, the first train ran from Toledo to Chicago over what became the Lake Shore & Michigan Southern Railroad. In 1847 the Toledo, Wabash & Western Railroad Company incorporated, but it was five years before the company laid any track. The first train ran from Toledo to Fort Wayne, Indiana, in July 1855. Two railroads that organized in 1850 to build lines westward from Cleveland merged in 1853 under the name Cleveland & Toledo Railway.

The builders intended the first railroads only as short connections between ports on the Great Lakes. They never expected that long distance trains would replace the steam-powered, screw-propeller lake ships that could carry heavy shipments of grain, and required no tracks and no roadbed. Different railroads deliberately made the gauges, or distance between the rails different, so that only their own trains could



The Island House Hotel

use the tracks.

In Toledo all shipping, by lake, canal, and rail, came together at the Middlegrounds. A peninsula between Swan Creek and the Maumee River, the Middlegrounds extended from the mouth of Swan Creek to join the mainland above the present Anthony Wayne Bridge. Beginning in 1852, the Lake Shore & Michigan Southern Railroad began to fill in the marshland between the shore and the peninsula to create one hundred acres of solid land. Trains could come onto the Middlegrounds to be loaded or unloaded directly to or from the lake freighters docked at the wharves on the opposite side along the river. By 1863 ten large grain elevators stood on the Middlegrounds, along with the stylish and elegant Island House. Opened in 1856, the three-story combined hotel, railroad station, and steamboat landing provided not only station facilities, but a popular banquet hall. With two passenger trains each day

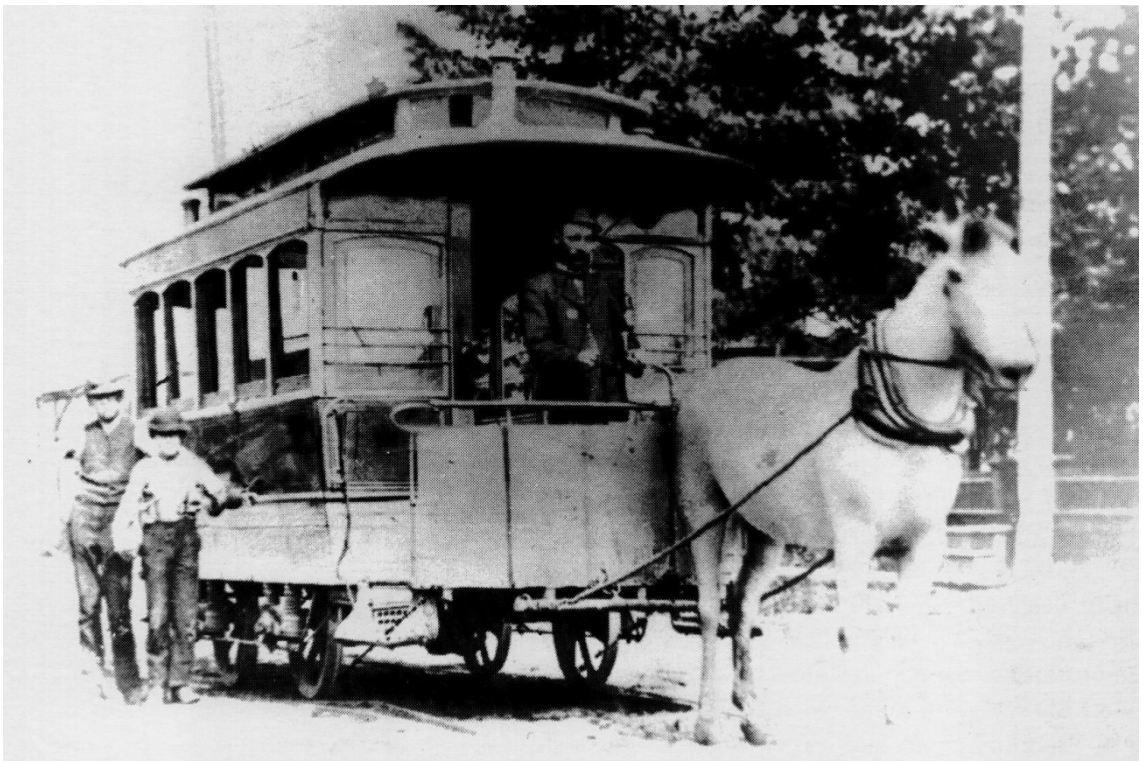
between Toledo and Chicago, and freight trains bringing grain and pork from St. Louis and other points west, north, and south to Toledo's warehouses for shipment out by lake freighter, Toledo looked to a promising future as a railroad center.

Toledo's population nearly doubled between 1835 and 1850, increasing from less than 2,000 to 3,820, and by 1860 Toledoans numbered 13,768. The need for services and improvements grew with the city. During those years Toledo began building roads, draining the marshes, organizing police and fire protection, and providing schools.

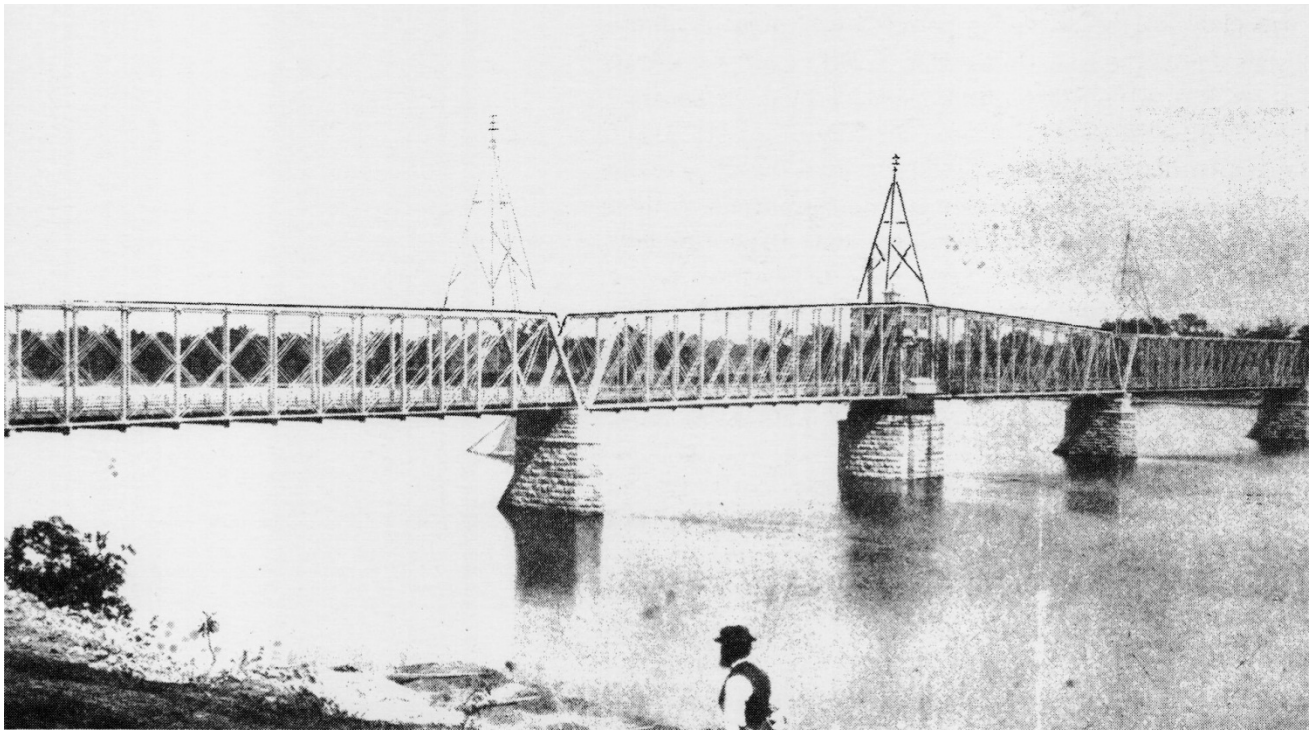
In 1824 the federal government had authorized a national road to connect Maumee and Detroit, and in 1827 a road beginning at the mouth of Swan Creek and continuing out Monroe Street connected with the road from Maumee to Detroit, part of which is now Detroit Avenue. Summit Street, Toledo's main thoroughfare and only improved road in 1835, connected Upper and Lower Towns. The trees had been cut from the roadway, and ditches along the sides served as gutters, but it remained rough and muddy. In the fall of 1839 city council voted to have sidewalks installed on Summit Street between Monroe and Cherry Streets. In 1848 the city appropriated $25,000 to invest in the Toledo Plank Road Company, which built two plank roads, including Cherry Street. With planking, Cherry Street became the best street in Toledo. The tolls never covered the extensive repairs, however, and the Toledo Plank Road Company lasted only about ten years.

In 1848 Toledo built its first real sewer to replace earlier open drainage ditches. Still more for drainage than sanitary purposes, it opened into the Maumee River. The city paid $3150 for two thousand feet of sewer pipe nearly three feet in diameter along Monroe Street. During the summer of 1837 Toledo built two fire stations to house two new fire engines. Volunteer engine companies organized in 1837 and reorganized in 1841. Engine Company Number Four formed in 1852, followed by four more volunteer companies during the next ten years. The city provided buildings and equipment for the volunteer fire companies. Toledo's original charter called for a city marshal, giving him the authority to deputize. A later ordinance created a volunteer police force in 1852. The city started an unsuccessful professional police force in 1857.

The telegraph came to Toledo in 1848, over wires belonging to the Lake Erie Telegraph Company and the Erie and Michigan Telegraph Company. About 1857 Toledo acquired gas lights, with the Toledo Gas Light and Coke Company supplying the gas. On May 27, 1862, the Toledo Street Railway Company began running horsecars on Summit



A Horse-drawn Streetcar



The First Cherry Street Bridge

Street.

In 1853 the city of Toledo annexed East Toledo, then known as Yondota, or Utah. The only transportation across the Maumee River at that time was by ferry. This hindered development of the East Side. The city council authorized construction of the Cherry Street Bridge on April 20, 1864, and the wooden span opened to traffic on September 5, 1865. Built by the Toledo Bridge Company, the drawbridge opened to allow ships to pass through the bridge and continue up the river to the Middlegrounds.

When Toledo incorporated in 1837, the city took on the responsibility for providing public schools. Harriet Whitney taught the first school in Toledo, in a log cabin at the corner of Adams and Michigan Streets in 1830. Some of her fifteen pupils crossed the river from East Toledo in boats to attend the school. In 1835 Harriet Wright taught school in the frame building on Erie Street used for the first court in Lucas County. Toledo took little interest in the schools, which offered neither standard courses of study nor regular annual schedules. Many families continued to send their children to schools in the East, or to local private schools or academies. Changes in the state laws regulating public schools led to the creation of the Toledo Board of Education in 1849. The board immediately rented a room for a central high school and established grammar schools in each of the four wards. The Toledo Colored School Association formed in 1850 in order to provide a separate school for Toledo's black children. On August 11, 1853, the city laid the cornerstone for a new high school building at the corner of Adams and Michigan Streets, on the site of the first log cabin school. The first class graduated from the new Toledo High School on March 6, 1857. The Toledo-Lucas County Public Library now occupies the site of Toledo's first high school.

The Toledo Young Men's Association, formed in 1837 as the Toledo Lyceum, established a library in 1838 for dues-paying members. The library, the forerunner of the Toledo-Lucas County Public Library, reorganized in 1864 as the Toledo Library Association. In 1839 Toledo bought eight acres of land just outside the city which became Forest Cemetery. St. Vincent's Orphan Asylum and Hospital opened in 1854 in a house on Superior Street, and the County Infirmary became part of the County Poor Farm on Detroit Avenue about the same time. The Episcopal Church operated a home for widows and orphans from 1855 until 1860, when the Lutheran Church took charge of the institution and moved it to Oregon.

In 1850 Toledoans could choose from seven churches. The first church in the city, First Congregational, organized in

The Toledo High School

1833 as First Presbyterian, changing to Congregational in 1841. Methodist circuit riders held religious services, beginning in 1823. The Methodist Society, formed in 1836, later became St. Paul's Methodist Church. Episcopal services began in Toledo in 1837. Trinity Episcopal, organized in 1842, built a church in 1845 at the corner of Adams and St. Clair Streets. First Baptist organized in 1853, Salem Lutheran in 1842, Emmanuel German Methodist in 1850, and St. Paul's Lutheran in 1854. The Western Seamen's Friend Society established Bethel Church in 1847 to minister to lake sailors and canal workers. A black clergyman preached in Toledo by 1850, and a black Baptist church formed in 1857. A congregation of black Methodists, organized in 1858, laid the cornerstone for Warren Chapel in 1861. A French priest, Father Machebeuf, said the first mass in Toledo in 1839. In 1841 Father Armedeus Rappe came to Toledo as a parish priest. He established St. Francis de Sales Catholic Church on Cherry Street. Both St. Mary's German Catholic and St. Joseph's French Catholic organized in 1854 on Cherry Street. St. Patrick's Irish Catholic parish organized in 1862 on Toledo's south side. The congregation dedicated a new church on St. Patrick's Day in 1864.

Toledo's first bank, Prentiss & Dow, opened at the corner of Monroe and Summit Streets in 1843, and operated

successfully for several years. The Bank of Toledo opened for business on October 8, 1845, and reorganized in 1864 as the Toledo National Bank. The first stores carried general merchandise, but businesses soon began to specialize. A.K. Gibson & Company ran the first store supplying only groceries, and Sinclair & Wilkinson had the first tailor shop. Both opened in 1835. Erastus Roys & Company opened the first book store in 1838. Valentine H. Ketcham, Toledo's first millionaire, opened a retail grocery store in 1836, then expanded the business to include wholesale trade when Joseph K. Secor joined him in 1846. William and Charles Roff opened a wholesale hardware company in 1855. Carl and George Braun bought William Roff's interest in 1858, and in 1873 Alonzo Bostwick bought Charles Roff's interest. The firm became the Bostwick-Braun Company. In 1857 Frederick Eaton & Company opened a dry goods store that later became known as the Lion Store.

Industry developed in Toledo to supply the needs of the residents. The need for lumber to build houses led to the early establishment of sawmills. Goodale & Stevens had one on Swan Creek in 1831, and Edward Bissell opened a mill on Elm Street in 1834. That same year a foundry and brick yard appeared. J. & J.N. Mount Carriage Makers started in 1837, followed by a hat factory in 1838. By 1850 Toledo had 38 manufacturers, employing 263 workers. By 1860, 100 factories in the city employed 885 people. Most of the plants were small, because they produced only necessities for area residents. Before the Civil War, factories remained concentrated in the East. The West applied its energy and capital to agriculture, and to developing canal, lake, and railroad transportation, so that the produce from the farms could be shipped east to be exchanged for manufactured goods.

Lucas County voted for Abraham Lincoln in the 1860 presidential election. For about twenty years Toledoans had helped escaped slaves find their way to safety in Canada on the Underground Railroad, one route of which passed through Maumee and Toledo. When South Carolina seceded on December 20, 1860, all local political differences disappeared as Toledoans agreed that the Union must be preserved. Toledoans began drilling even before the start of the Civil War, and the city responded quickly to the President's April 15, 1861, call for 75,000 troops.

On April 24 more than one thousand men left Toledo for Camp Taylor at Cleveland. They became part of the Fourteenth Ohio Volunteer Infantry, and many saw service at Shiloh, Corinth, Chickamauga, Missionary Ridge, and Atlanta. The Twenty-fifth Ohio Volunteer Infantry fought in the battles of Bull Run, Chancellorsville, and Gettysburg, among others.

Many of Toledo's black residents fought for the Union with the Twenty-eighth United States Colored Regiment. Battery H, the First Regiment of the Ohio Light Artillery, formed in Lucas County and served throughout the war. Called the Lucas County Battery, it held off the Confederate charge at Chancellorsville until reinforcements arrived, and it was at the center of Cemetery Ridge at Gettysburg.

At Chickamauga, the Fourteenth Ohio Volunteers, under Toledo's General James B. Steedman, helped save the Union army, and earned for their general the lasting nickname, "Old Chickamauga." Nearly all the northwest Ohio regiments went on the march to Atlanta. After General Robert E. Lee's surrender at Appomattox Courthouse in Virginia on April 9, 1865, the men were discharged and returned to their homes. In May 1865 Lucas County reported a total of 293 men lost. Countless others suffered from wounds and illnesses.

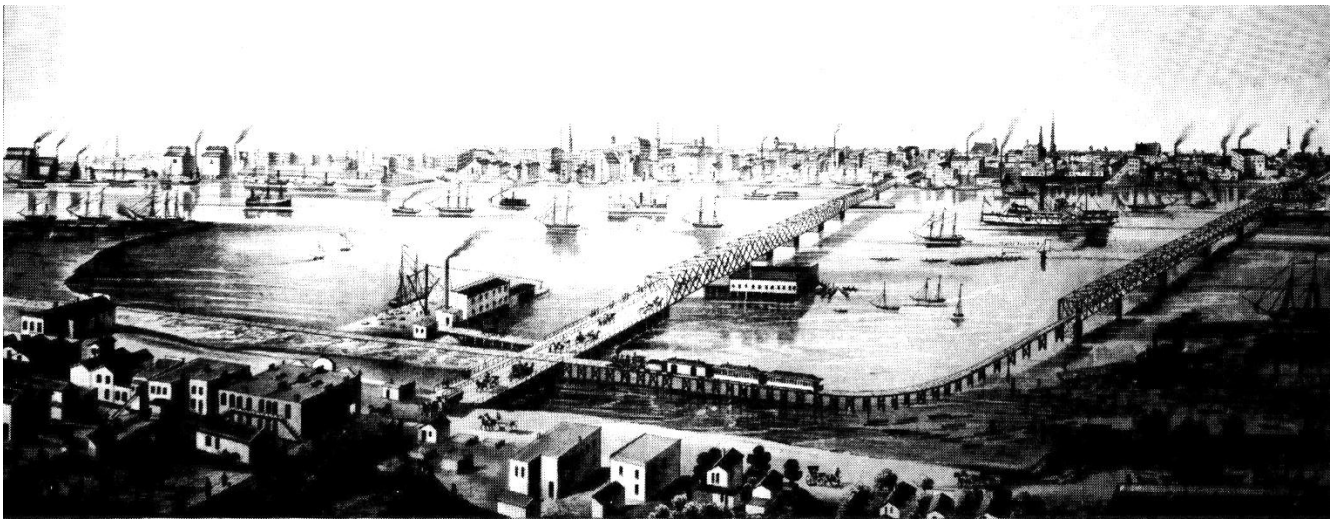
A cheering crowd at the station met every returning regiment. The men were marched down Summit Street in a grand parade, and entertained at banquets at the Oliver House. Throughout the war ladies' groups in Toledo sewed regimental battle flags, and prepared "comfort bags" containing sugar, tea, needles, thread, soap, postage stamps, and other items to send to the troops. The Toledo Soldiers' Aid Society gave strawberry festivals and dances to raise more than $10,000 during the war. They bought hospital supplies with most of the money, and the remainder went to the soldiers' families.

The city planned a celebration to commemorate the end of the war and the Union victory, but the assassination of President Lincoln turned it into a day of mourning. All the buildings on Summit Street were draped in black, flags hung at half·mast, church bells rolled from nine o'clock until eleven o'clock that morning, and a procession of military units, fire companies, and civic organizations, all in full regalia, marched to the post office for a memorial service.

Toledo prospered during the Civil War. With Southern ports closed, grain shipments from the West came through Toledo to be shipped East on lake freighters, and with eastern factories unable to supply both the needs of the army and those of the country, manufacturing in Toledo grew to meet the demand. The city secured its position as a commercial center, and began to develop as an industrial city as well.

General James B. Steedman
1817 - 1883

5 Industrialization



An Artist's Conception of Toledo, 1876

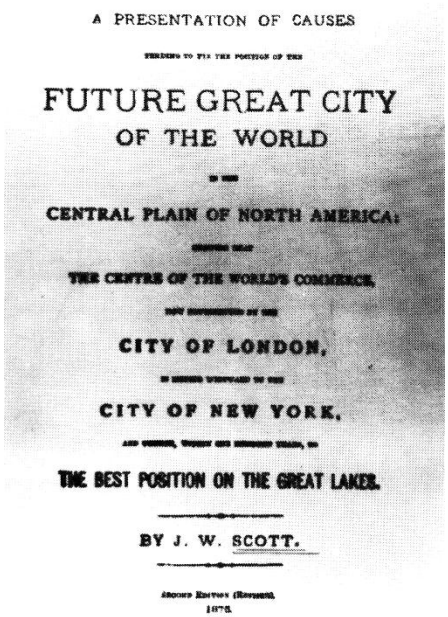
The incorporation of the city of Toledo required a special act of the Ohio Legislature, as did all city incorporations in Ohio before 1851. Ohio lawmakers changed the state constitution in 1851 to stipulate that towns and cities be created by general laws. In 1852 the state government passed a general municipal corporations act, creating four classes of cities. Cities with populations of more than 20,000 became first class cities, those with between 5,000 and 20,000 were second class cities, and incorporated villages made up the third and fourth classes. Toledo, with just over 5,000 residents, became a second class city. Some changes were required in the organization of the city government in 1852 to comply with the new laws, but until 1866 the government of Toledo remained relatively simple. In 1866, when the population of Toledo reached 20,000, the Ohio Legislature declared Toledo a first class city. This brought a number of changes in the government. The fire and police departments became professional, and the city began creating various boards and electing new officials to deal with the concerns of a larger city.

Through the 1850s and 1860s, as Upper and Lower Towns gradually grew together, Toledoans believed their city

had "passed the point of doubt and uncertainty." In 1868, Jesup W. Scott, former editor of the *Blade*, published a small book called *Future Great City of the World*. Its complete title was, *A Presentation of Causes tending to fix the position of the Future Great City of the World in the Central Plain of North America: Showing that the Centre of the World's Commerce Now Represented by The City of London, is Moving Westward to the City of New York, and then, Within one Hundred Years, to the Best Position on the Great Lakes.* The title summarized Scott's argument that Toledo, because of its central location in the Midwest, was destined to become the most populous and prosperous city in the world. Toledo accepted Scott's ideas and looked eagerly to the future. In 1871 the editor of the *Toledo Commercial* wrote, "We have, in a word, all the foundation work done for a great city. We only ask you to ally yourselves with its future prosperity and to help make it one of the great and beautiful cities of America. All the rough work is done."

Toledo built a municipal water system in 1873. The city had relied for years on artesian wells to provide residents and businesses with water. In 1853 city council voted for four public wells, one at the corner of Summit and Lagrange Streets, one at Summit and Cherry Streets, one at Summit and Adams Streets, and the fourth at the corner of St. Clair and Washington Streets. Toledoans blamed the water from some of the wells for the cholera epidemics in 1852 and 1854, and the fire companies complained of an insufficient supply of water for fighting fires. Finally, in 1868 the council appointed a committee to visit other cities and report on their water systems. The voters rejected several plans the committee proposed. In 1870 a committee again visited several cities, again recommending a system of wells and pumps. The voters at last approved the plan submitted in 1872, and the city hired an engineer.

Several months were lost while the council disagreed with the engineer, who favored a stand-pipe system over one based on pumps and wells. Yet another committee went to examine other systems, and on March 31, 1873, the city agreed to the stand-pipe system. Construction began immediately. The Waterworks itself was built on River Tract Nine, between the Maumee River and Broadway. The stand-pipe, 5 feet in diameter and 224 feet tall, encased in a brick tower 22 feet in diameter at the bottom and 14 feet at the top, was at that time one of the highest in the country. The Frederick Eaton & Company store at 165-67 Summit Street received the first water through the new mains on December 29, 1873, just nine months after work began. The Waterworks and the first nine miles of pipes cost the city $444,908.56.


A PRESENTATION OF CAUSES

FUTURE GREAT CITY
OF THE WORLD

CENTRAL PLAIN OF NORTH AMERICA:

THE CENTRE OF THE WORLD'S COMMERCE,

CITY OF LONDON,

CITY OF NEW YORK,

THE BEST POSITION ON THE GREAT LAKES.

BY J. W. SCOTT.

The Title Page From
Future Great City of the World

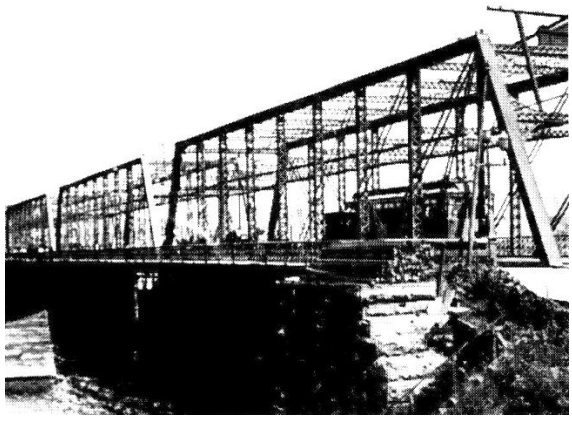
Industrialization

The Cherry Street Bridge, completed in 1865, contributed to the growth of East Toledo, even though its owners, the Toledo Bridge Company, charged a toll for each team or pedestrian crossing the river. The city bought the bridge in 1872 for $100,000, and immediately abolished the tolls. This further improved trade with East Toledo and with the farmers on the East Side. In the winter of 1882-83 heavy ice in the river damaged the bridge beyond repair. The city completed a new, iron Cherry Street Bridge in 1884, at a cost of $248,752.47

The Toledo Street Railway Company extended its tracks across the old Cherry Street Bridge in 1882, and streetcar tracks were laid on the new bridge during its construction. By that time, six independent streetcar companies operated horsecars on city streets. The Toledo Street Railway Company had begun on Summit Street in 1862. The Adams Street Railway Company had organized in 1869, and extended its tracks along Collingwood Avenue in 1873. The Toledo Union Street Railroad Company had organized in 1869, the Metropolitan Street Railway Company in 1872, the Monroe Street Railroad Company in 1873, and the Erie Street & North Toledo Railroad Company in 1875. The need for cooperation led four of the lines to form the Toledo Consolidated Street Railway Company in 1885. In 1888 and 1889 the other two lines became part of the company, known as the "Big Con." The Consolidated standardized the track gauges, replaced iron track with steel, and opened a central transfer station on Summit Street. Each of the six original companies had painted its streetcars a characteristic color, and for some time after the merger the cars retained those colors, red for the Summit & Broadway cars, white for the Monroe Street cars, and green for the Dorr Street cars.

Toledo expanded geographically as the streetcar lines extended the distances people could travel between their work and their homes. The city at first stretched along the Maumee River, with development inland following as riverfront property became unavailable. Speculators platted subdivisions in undeveloped areas, then extended streetcar lines in order to attract buyers to the new neighborhoods. This process resulted in a city of scattered communities separated by undeveloped areas. The city recorded seven new subdivisions in the first ten years of its incorporation, twenty-six in the second decade, and thirty-three in the third. Between 1867 and 1877, Toledo recorded 153 subdivisions, including Lenk's in 1867, Thayer's in 1870, Broadway in 1871, Dorr Street in 1873, Toledo Heights, Robinwood, and Auburndale in 1874, and Scottwood and Englewood in 1875. In the next decade real estate began to feel the effects of the 1873 financial crisis, and the number of new plats fell to one hundred. By 1883 prosperity had returned and along with it the demand for housing.

The Broadway Waterworks



The Second Cherry Street Bridge

Industrialization

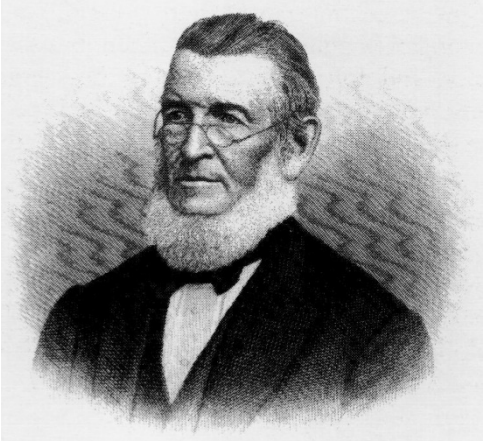
Dramatic increases in Toledo's population created the need for housing that led to the platting of new neighborhoods. The number of Toledoans went from 13,768 in 1860 to 31,693 in 1870, for a 127 percent increase. By 1880 the population rose another 60 percent to 50,137. During those decades growing numbers of immigrants from foreign countries contributed to Toledo's rapid expansion. The Irish came to Toledo as early as 1832 to work on the canal construction. St. Patrick's parish organized in 1862 to minister to a substantial Irish community. In 1870, 3,032 of the city's residents had been born in Ireland, but by 1880 the number of Irish-born had fallen to 2,941.

The Germans, who came to Toledo nearly as early as the Irish, soon outnumbered them. Salem German Lutheran Church organized in 1842, a German Methodist in 1850, and a German Catholic in 1854. In 1854 Toledo supported a weekly German newspaper, the *Ohio Staats Zeitung*, later the *Toledo Express*. The 5,341 German-born population in 1870 increased to 6,809 by 1880.

Polish immigration to Toledo began in the 1870s. In 1874, when about sixty Polish families lived in the Lagrange Street settlement, Father Lewandowski came from Poland to establish St. Hedwig's parish. The St. Anthony's parish was organized in the Nebraska Avenue Polish settlement in 1881. In 1880, 603 Toledoans claimed Poland as their place of birth. By 1887 Toledo's Poles had their own newspaper, *Gwiazda*.

Jesup W. Scott became wealthy in the real estate business in Toledo, and he wanted to return some of his wealth to the working people of the city. On October 21, 1872, he and his wife, Susan, deeded to a newly appointed University Board of Trustees 160 acres of land just outside the city. He intended that the income from the property be supplemented with funds from the city to establish a university, but in 1874 the city had no money to contribute. The Toledo University of Arts and Trades opened in Raymond Hall at the corner of Adams and Tenth Streets on January 14, 1875, but without support from the city, it could offer only two or three courses. It closed in 1878.

In 1883 Toledo became interested in the new manual training schools, and the trustees proposed that the university cooperate with the city in offering practical courses. The city accepted the land from the Scott trust and levied a tax to support the university, which reopened in two rooms in Central High School in the fall of 1884. The city council stipulated that "the first department of such University shall be designated as The Manual Training School, and shall be devoted to instruction in the Practical Arts and Trades." In 1885 the classes



Jesup W. Scott
1799 - 1874

The Scott Manual Training School

48

A Drawing Class at the Manual Training School

Industrialization

moved to a new building known as the Scott Manual Training School Annex to the Central High School, and in compliance with the terms of the Scott trust, the Manual Training School admitted girls in 1886. The courses included sketching and technical drawing, wood working, metal working, cooking, and housekeeping. Toledoans believed the school to be one of the first and best of its kind in the nation.

The Young Men's Association Library, opened in 1838, reorganized in 1864 with the creation of the Toledo Library Association. The membership fees could not support the kind of library the growing city needed. When a state law in 1873 provided for free public libraries, Toledo responded quickly. The Toledo Library Association turned over to the city all its assets, including 4,878 books. The Toledo Board of Education provided 1,320 books. Supported jointly by the city and the school board, the Toledo Public Library opened in 1873 in the King Block at the corner of Madison Avenue and Summit Street.

City Park

Toledo acquired its first public park in 1871, with land on Nebraska Avenue purchased from Peter Lenk. The city bought additional lots in 1873, and Lenk's Park became City Park. In 1886 the House of Refuge and Correction, operated by the city since 1875 to house wayward and homeless children, burned to the ground. Soon after the fire the property along the river became Toledo's second city park. Now Walbridge Park, it was at first called Riverside Park.

By 1882 Toledo had graded its streets, and paved the most important of them. The best residences and nearly all the substantial buildings were built after 1870: the Wheeler Opera House in 1872, the Hall Block in 1875, the Madison Hotel in 1876, the Produce Exchange in 1878, as well as entire blocks on Monroe, Adams, Cherry, and Summit Streets. The Toledo Soldiers' Memorial Association dedicated Soldiers' Memorial Hall on February 22, 1886, to honor Union soldiers and sailors in the Civil War. With meeting rooms and a museum for war relics, the building became a favorite place for gatherings and programs. The Federal Building, completed in 1888 at the corner of Madison Avenue and St. Clair Street, housed the Post Office and the Federal District Court.

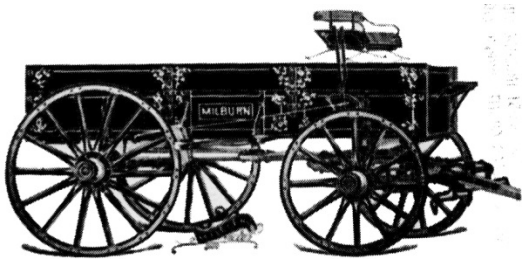
Soldiers' Memorial Hall

One of Toledo's most famous buildings had by that time stood on the opposite corner of Madison Avenue and St. Clair Street for ten years. Built by the Toledo Hotel Company, a group of local investors, and named for Azariah Boody, president of the Wabash Railroad, the Boody House for fifty years served as a social and business center for the city. In 1878 Toledo's first telephone operated between the Western Union Telegraph office at the corner of Adams and Summit Streets

and the railroad ticket office in the Boody House.

During the two decades after the Civil War, many wholesale firms and small manufacturers established businesses in Toledo. When the Produce Exchange organized in 1876, twenty-three Toledo firms traded in grain. Rudolph A. Bartley started a grocery business in 1872, bought out his partner in 1882, and became a wholesaler in 1887. J.H. Feilbach & Company established a wholesale grocery in 1884. Walding, Kinnan and Marvin, wholesale druggists, opened in 1877. The Woolson Spice Company organized in 1882, and incorporated in 1884. In addition to blending and grinding spices, the firm revolutionized coffee merchandising by roasting and grinding the beans. Packages of its famous Lion Coffee included coupons to be exchanged for everything from silverware to bicycles. Leander S. Baumgardner came to Toledo and opened a retail men's store in 1866, and in 1885 John and Julius Lamson opened their retail dry goods store at 319 Summit Street.

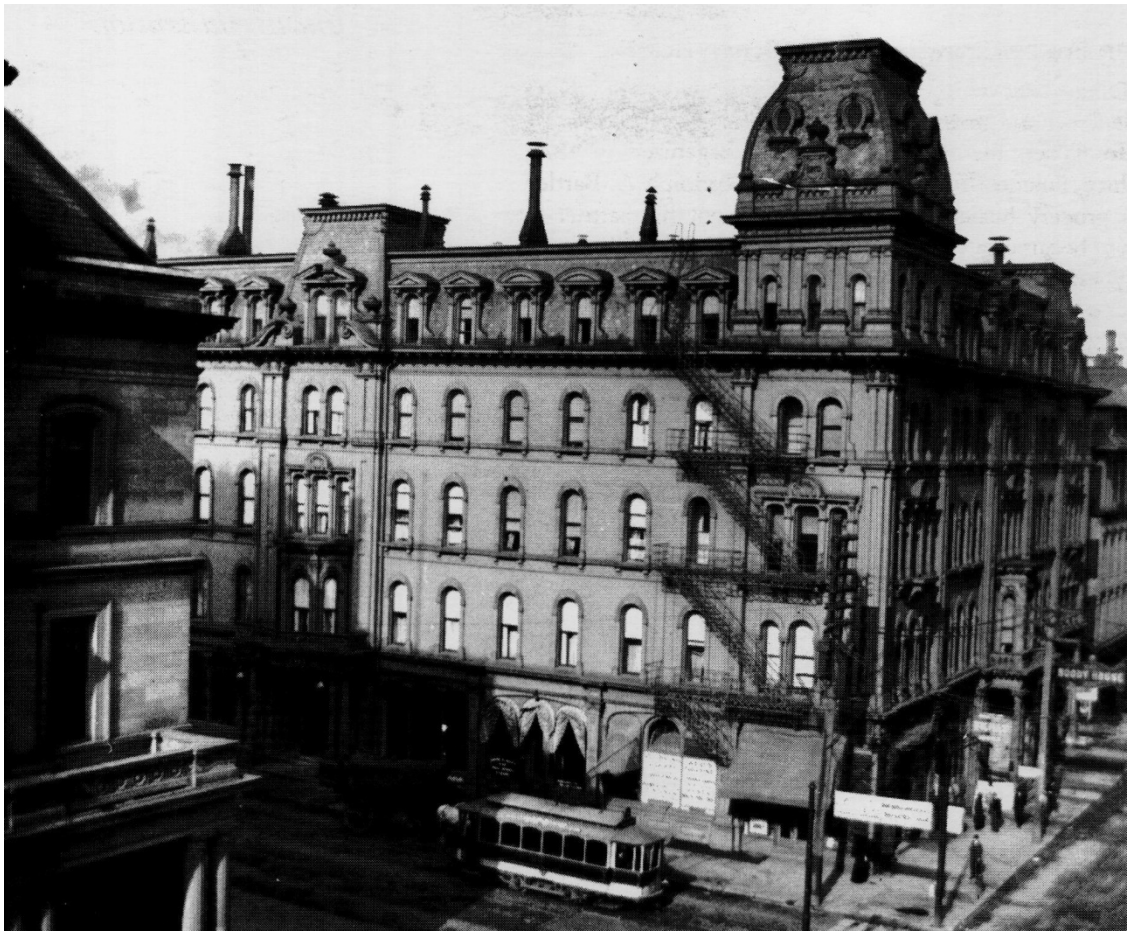
The Western Manufacturing Company opened in 1870, and the B.A. Stevens Company began making ice boxes, bowling alleys, and other wood products in 1875. The Toledo Foundry and Machine Company incorporated in 1880, and the Merrell Manufacturing Company began producing farm windmills in 1888. Isaac Smead's
50 Furnace and Foundry Company on Bancroft Street was one of Toledo's earliest iron products makers. The Vulcan Iron Works started in 1870, and by 1888 it had become famous for its steam shovels, dredges, excavators, and hoisting machinery. The Maumee Rolling Mill in East Toledo opened in 1884. Ransom and Randolph made their first barber and dentists' furniture in 1875. Shepler's Trunk factory started in 1873, and Buckeye Paint and Varnish in 1874.



A Milburn Wagon Advertisement

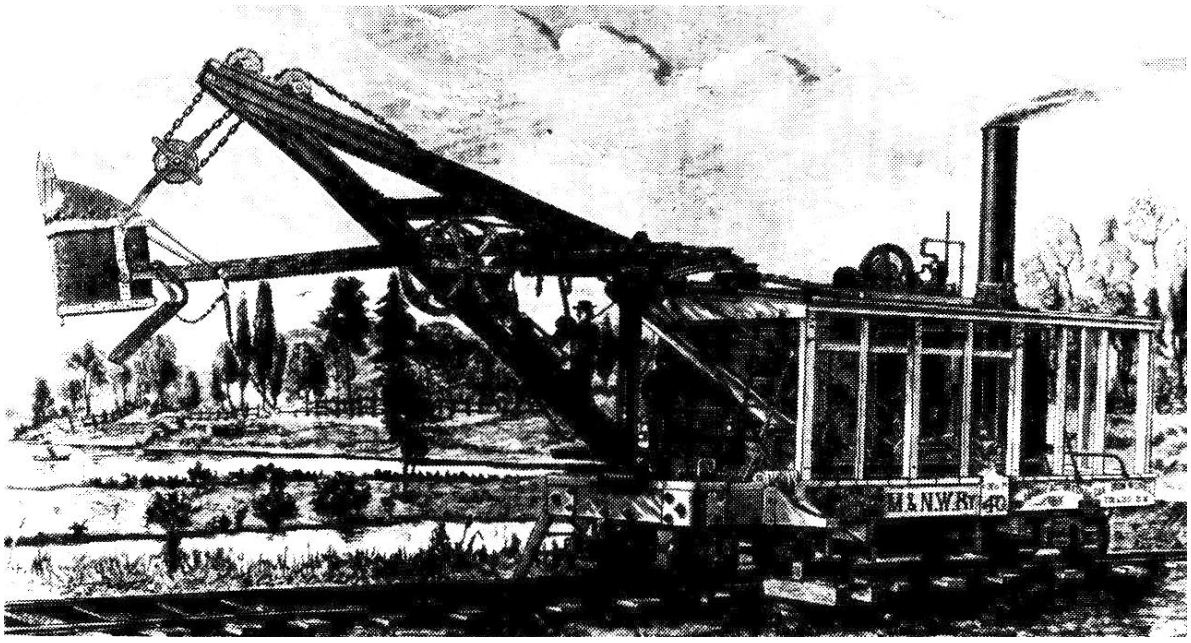
Toledo's brewing industry, established before the Civil War, continued to expand. After many years in business, one of Toledo's first breweries incorporated in 1878 as Jacobi, Coghlin and Company, producing Buckeye Lager Beer. The Toledo Brewing and Malting Company, established in 1857, incorporated in 1881, and the Finlay Brewery, in business since 1855, incorporated in 1886.

The Milburn Wagon Works started in Mishawaka, Indiana, in 1858, but by the 1870s, timber was scarce in Indiana, and George Milburn decided to relocate. Toledoans raised $300,000 to convince him to choose Toledo. In 1873 he moved his complete operation to thirty-two acres of land on Monroe Street. The factory, which soon became the largest manufacturer of farm wagons in the world, opened in the spring of 1875. To house the workers, the Auburndale subdivision developed around the factory. The Milburn Wagon Works, with its completely mechanized production, requiring workers only to



51

The Boody House Hotel



A Vulcan Steam Shovel Advertisement

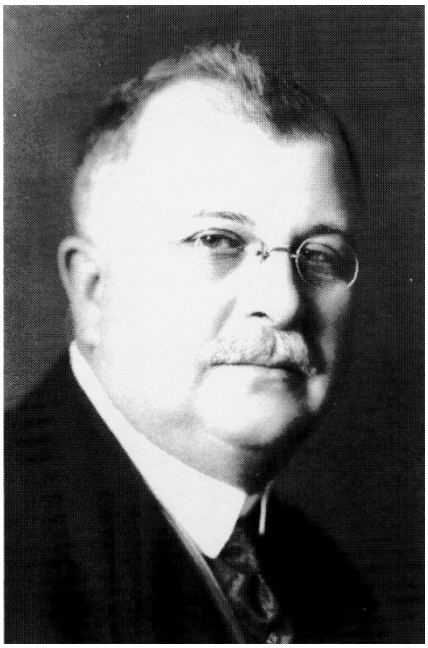
operate the machines, was Toledo's first real factory.

Toledo believed by 1882 that industry succeeded where raw materials, cheap power, and a market for the product came together. Toledo's rail and lake connections had long provided both the raw material and the market, and the completion of the railroad lines from the Ohio coal fields assured the cheap fuel. The first coal trains came to Toledo in January 1877 over the Columbus and Toledo Railroad, which later became the Hocking Valley Railroad. In 1876, 75 percent of Toledo's corn and wheat business came over the Toledo, Wabash and Western Railroad. The Toledo and Maumee Railroad, one of the narrow gauge railroads built during the 1870s to cover areas not reached by the big lines, opened in 1875. In 1885 it became the Toledo, St. Louis and Kansas City Railroad, known as the Clover Leaf. It abandoned the narrow gauge in 1889.

As the lake ships became larger and larger, many of them avoided Toledo because of the danger of running aground in the very crooked and shallow shipping channel through the Maumee Bay and up the Maumee River. In 1875 the volume of shipping did not justify the $3 million cost of straightening the channel, but increases in the early 1880s in grain, coal, and iron ore forced the issue. The dredging to create a straight channel began in 1888.

To Toledo the discovery of natural gas in Findlay in 1884 seemed exactly what the city needed to attract new industry. In 1887 the Toledo Business Men's Committee, later the Citizens' Committee of Toledo, placed advertisements in newspapers throughout the country seeking new industries to take advantage of Toledo's location and the "perfect fuel." Besides the natural gas, the area, located at the center of a network of railroads and steamship lines, could provide cheaper oil and coal than in the East, and had quantities of sandstone with a high silica content, which made good glass. Several glass companies responded to the advertisements, but only three came to Toledo: the New England Glass Company, the Glassboro Novelty Glass Company, and the Toledo Window Glass Company.

The New England Glass Company, founded in Cambridge, Massachusetts in 1818, passed into the hands of William L. Libbey in 1870. At his death in 1883 his son, Edward Drummond Libbey, became the owner of the firm, which made fine cut-glassware. Glass blowers blew the blanks, and skilled artisans etched designs on the bowls and vases, then cut them in with emery wheels. Labor problems and marketing expenses, in addition to the high cost of fuel and raw materials in the East, led Libbey to answer the Toledo Business Men's advertisement in 1887. After considerable negotiation, on

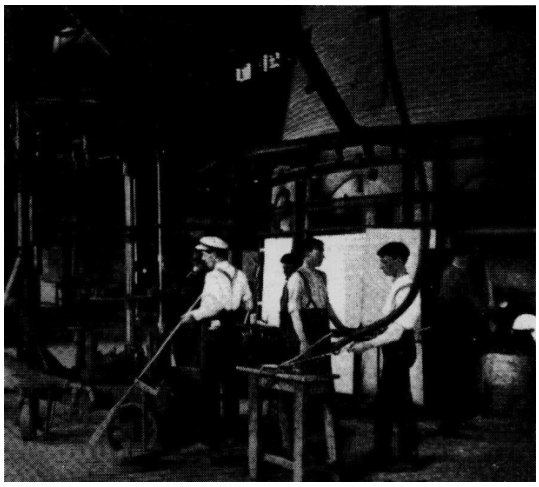


Edward Drummond Libbey
1854 - 1925

Industrialization

February 6, 1888, Libbey signed a contract to bring his glass works to Toledo. Toledoans raised the money to purchase a four-acre site on Buckeye Street for the factory and fifty building lots for Libbey's workmen. On August 17, 1888, the workers arrived on a train from Boston. The Grand Army of the Republic band and a crowd of citizens met them at the station and paraded the four miles through the city to the new factory. At a banquet on the factory grounds that evening, Libbey presented to the Mayor of Toledo the first piece of glass made in the new plant.

The first three years were difficult, and Libbey had to borrow heavily to meet his expenses. Thirty-five of the glass workers became homesick and went back to Boston. It was not until 1891, when a strike at the Corning Glass Works in Corning, New York, provided an opportunity for Libbey Glass to produce light bulbs that Libbey was able to get out of debt. Prosperity came only after the 1893 Chicago World's Fair. Thousands visited the company's glass factory at the fair and bought Libbey's products, creating a new demand for cut-glass, and for Libbey cut-glass in particular. The Libbey Glass Company established the glass industry in Toledo.



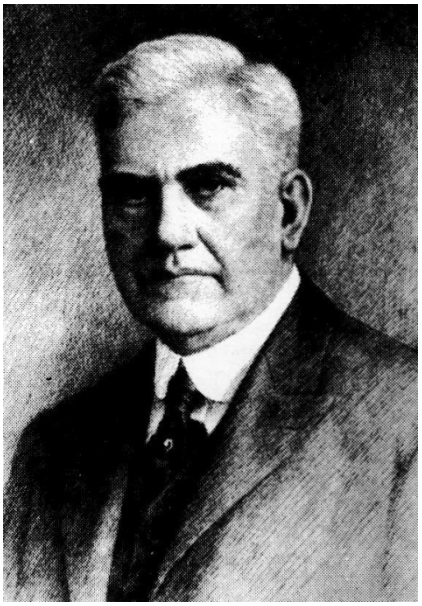
Workers in the Libbey Glass Company Factory

6 Urbanization

Toledo, 1897

In 1888, when Edward Drummond Libbey moved his glass works to Toledo, he rightly predicted that more glass manufacturers would follow. A number of Toledo's most important industries, including the glass companies, located in Toledo in the following decades. In addition, Edward Libbey, in partnership with other glass makers, created new companies to produce glass and machines that made glass.

Michael J. Owens joined the Libbey Glass Company soon after its move to Toledo. He developed the semi-automatic bulb machine while supervising Libbey's first venture into light bulb manufacturing in 1891. He next invented a similar machine to blow bottles and fruit jars, introducing mass production to the glass bottle industry. The machine could very quickly produce a standardized product with fewer defects than the old method of blowing and straightening cylinders. About 1899 Edward Libbey invested in Owens's business, which was incorporated in 1907 as the Owens Bottle Company.



Michael J. Owens
1859 - 1923

Urbanization

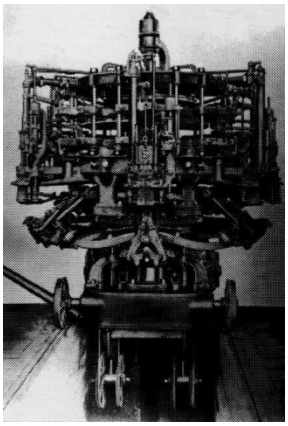
When he came to Toledo in 1898, Edward Ford had already organized several glass companies, including the Pittsburgh Plate Glass Company. Ford's father, John Ford, was called the "father of the plate glass industry" in the United States. Edward Ford purchased 160 acres of land just outside the Toledo city limits in Wood County, where he built an entirely mechanized factory. It featured an electric overhead trolley system to move the grinding and polishing tables to the glass, a first in the glass industry, as well as a new, continuous system of heating and cooling which produced a less brittle glass. The Edward Ford Plate Glass Company began operations in the spring of 1899. To house his workers, Ford created the new community of Rossford, completing the first thirty-seven homes in 1899.

Inventions of the DeVilbiss family developed into two of Toledo's largest industries. Dr. Allen DeVilbiss, a Toledo nose and throat specialist, formed the DeVilbiss Company in 1888 to manufacture atomizers. His son, Thomas A. DeVilbiss joined him in 1900, and in 1905 the firm incorporated as the DeVilbiss Manufacturing Company. In 1909 the company, by then making paint sprayers as well as atomizers, vaporizers, and surgical equipment, located on Dorr Street. The DeVilbiss Company purchased the Lenk Wine Company buildings at Detroit and Phillips Avenues in 1919.

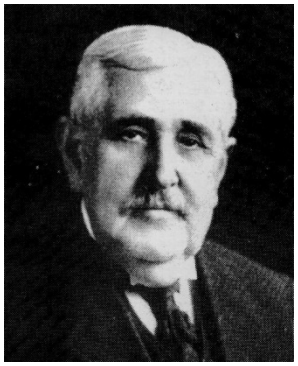
In 1898 another son of Dr. DeVilbiss, Allen DeVilbiss, Jr., invented a springless automatic computing scale. DeVilbiss produced the scales, which used the gravity-pendulum principle to show weight and an automatic indicator to show the value of the item weighed, in his small shop at the corner of Jackson and Thirteenth Streets. In 1901 he sold his patents to the Toledo Scale and Cash Register Company, which later became the Toledo Scale Company. By 1910 it had sold more than 75,000 scales and had opened branch sales offices in fifty cities in the United States.

The Haughton Elevator and Machine Company, incorporated in 1897 by Nathaniel Haughton, began as a foundry in 1866. Haughton invested in the business about 1867, but the firm built elevators only after Haughton became sole owner in 1890. Shipbuilding, one of Toledo's earliest industries, developed into one of the largest after the arrival of Captain John Craig about 1888. In 1905 the busy Craig Ship Building Company yards, at Front and Craig Streets in East Toledo, passed into the hands of the Toledo Ship Building Company, which built some of the largest steamers on the Great Lakes.

After the discovery of oil in northwest Ohio in 1885, several refineries and drilling supply companies located in

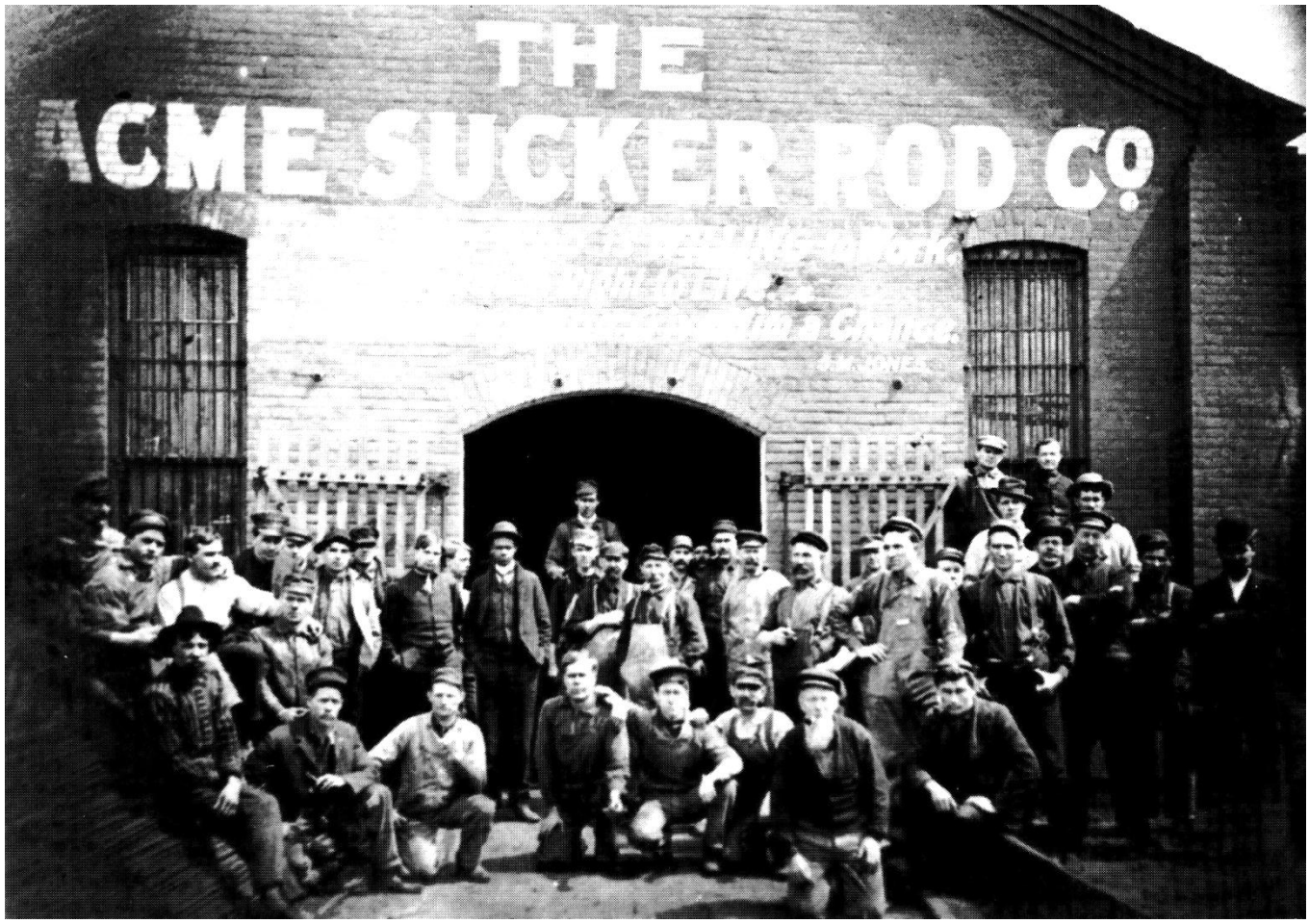


The Owens Bottle Machine



Edward Ford
1843 - 1920

A Toledo Scale Advertisement



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The Acme Sucker Rod Company, 1902

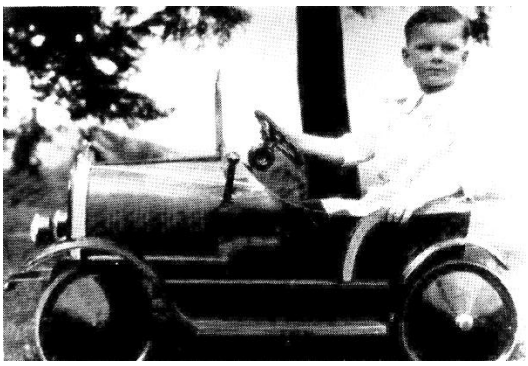
Toledo, among them the National Supply Company, one of the largest in the United States, and the Acme Sucker Rod Company, owned by Samuel M. "Golden Rule" Jones. The Paragon Refining Company built the first refinery in Toledo in 1888. Both the Craig Oil Company and the Sun Oil Company began refining operations here in 1890.

A number of foundries established plants in Toledo in the 1880s and 1890s, including the Smead Furnace and Foundry Company, at Bancroft Street and Smead Avenue, the Toledo Foundry and Machine Company, and the Toledo Machine and Tool Company.

The bicycle industry came to Toledo about 1890. Peter Gendron, one of the earliest of the bicycle makers came to Toledo in 1865, and established his first company for the manufacture of wire wheels in 1877. His first company failed,

A Gendron Bicycle Advertisement

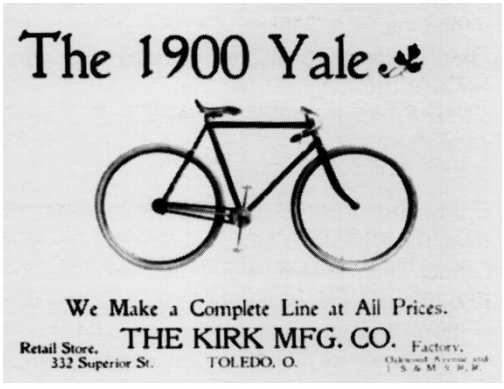
but in 1880 he incorporated his Gendron Iron Wheel Company for the manufacture of baby carriages and children's velocipedes, or tricycles. Already nationally known for his children's vehicles, Gendron expanded into bicycle making in 1890. The Toledo Metal Wheel Company, incorporated in 1887, also produced children's wheeled toys. The Lozier and Yost bicycle factory started in 1889, but the two men formed separate companies in 1892. The Union Manufacturing Company organized in 1895. In addition, the Dauntless Bicycle Company, the Colton Cycle Company, and the Tally Ho Tandem Company, along with as many as ten other Toledo companies produced bicycles, and a number of companies made bicycle accessories. For two decades bicycling was the country's favorite sport, and Toledo dominated the bicycle industry.



A Gendron Pedal Car from the 1920s

The factories brought more people to Toledo, pushing the population from 50,137 in 1880, to 81,434 in 1890, and to 131,822 by 1900. Immigrants from foreign countries made up a substantial proportion of the city's population in 1890. In the census of that year 22,189 people, or over 27 percent of the residents listed another country as their place of birth. Another 44,101 native-born Americans gave a foreign birthplace for one or both parents, making the total foreign element almost 82 percent. By 1900, the foreign population had increased by nearly 5,000 people. However, since the total population had grown at a much greater rate, the total foreign-born represented only about 21 percent.

The number of German-born nearly doubled between 1880 and 1890, but increased by less than 1000 people between 1890 and 1900. The number of Irish-born dropped slightly during each of those decades, though St. Patrick's parish completed its new Gothic church with shamrocks inlaid in the terrazzo floor in 1901. The Russian-born showed a dramatic increase between 1890 and 1900. However, in those twenty years, the Poles and the Hungarians accounted for the largest proportion of Toledo's immigrant population. In 1880, 603 Polish-born lived in the city. By 1890 this number had more than tripled, to 1,971, and it more than doubled to 3,824 by 1900.



A Yale Bicycle Advertisement

Though fewer in numbers, the Hungarians showed equally large percentages of growth, from 55 Hungarian-born in 1880 to 285 in 1890, and 647 by 1900. Many of the Hungarians came to Toledo to work in the National Malleable Castings Company plant, established on Front Street in 1892. They settled nearby in a community known as Birmingham. St. Stephen's Hungarian Catholic Church organized in 1898. Protestant services, which began that same year, evolved into the Magyar Reformed Church in 1901.

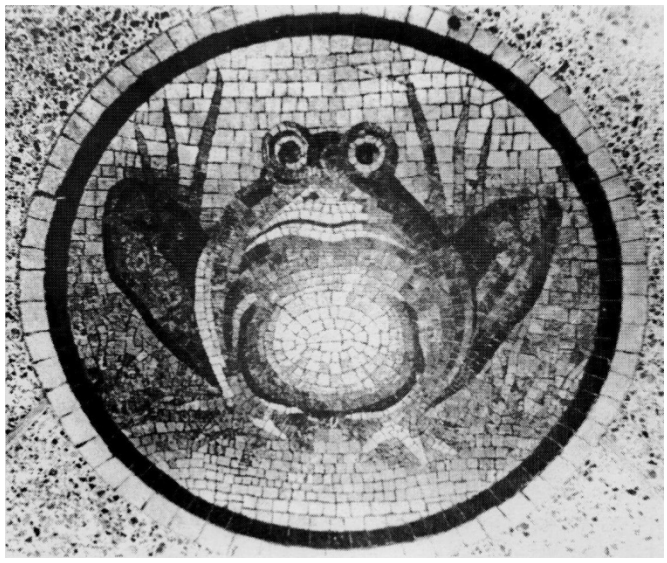
Toledo's black population grew more slowly during those early decades. From 928 in 1880, the number of blacks rose to 1,077 in 1890, and to 1,710 by 1900.

Toledo grew to house the new residents. The Toledo City Directory listed 75 realtors in 1888, 86 in 1890, and 149 in 1898. The number of new subdivisions platted and recorded grew even more quickly. The realtors developed land along streetcar lines and close to factories, and they featured these advantages in their advertising. In 1890 one realtor promoted Cycledale, a "New and Handsome Addition surrounding the Bicycle Factory" on West Central Avenue. Besides having natural drainage, graded streets, and shade trees, Cycledale lay within easy walking distance of the Wagon Works, the Bicycle Factory, and the Collingwood Avenue Streetcar line. The plat included streets named Lozier, Yost, and Cycle. Some realtors gave their new neighborhoods such fanciful names as Englewood and Cherry Grove in 1890, Marina Meadows and Utopian in 1892, Ivanhoe in 1896, and Lagrange Manor in 1899. Westlake, in the Lawrence Avenue and Islington Street area, was platted in 1897. Others took their names from more logical sources, such as the Broadway Addition in 1891, the Fair Grounds in 1890, Ironville in 1892, and the Drop Forge Addition in 1898.

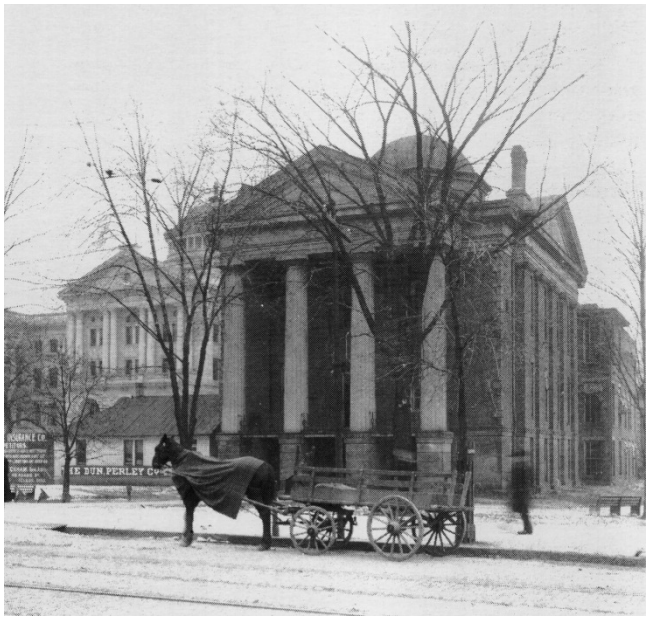
A Real Estate Advertisement, 1901

Toledo's downtown district also expanded, both geographically and upward. The city's first "skyscraper," the nine-story Nasby Building, went up in 1892. The six-story Gardner Building, Toledo's first "fire-proof" structure, followed in 1893. The ten-story Spitzer Building topped them all in 1895. The Valentine Office and Theater Building, completed in 1892, housed municipal offices on its second and third floors. Lucas County laid the cornerstone for a new courthouse on September 3, 1893. Approximately 40,000 people toured the $500,000 building, designed by Toledo architect, David L. Stine, during its informal dedication on January 1, 1897. At the Adams Street entrance a frog design inlaid in the terrazzo floor reminded visitors that the site had once been a swamp.

The Toledo Public Library opened in its new building at Madison Avenue and Ontario Street on June 23, 1890. In 1898 the Toledo High School finished rebuilding the old Central High School, which had been destroyed by a fire in 1895. Toledo gained another bridge across the Maumee River in 1896. Built at a cost of $214,000, the Fassett Street Bridge had to be tested by a heavy fire engine pulled at top speed by three large horses before Toledoans would venture onto the high, narrow structure. The city bought the 90·acre Guoin Park, later named Bay View Park, and the 53·acre Navarre Park in 1893.



The Frog in the Courthouse Floor



The Old Lucas County Courthouse with the New Courthouse in the Background, 1897

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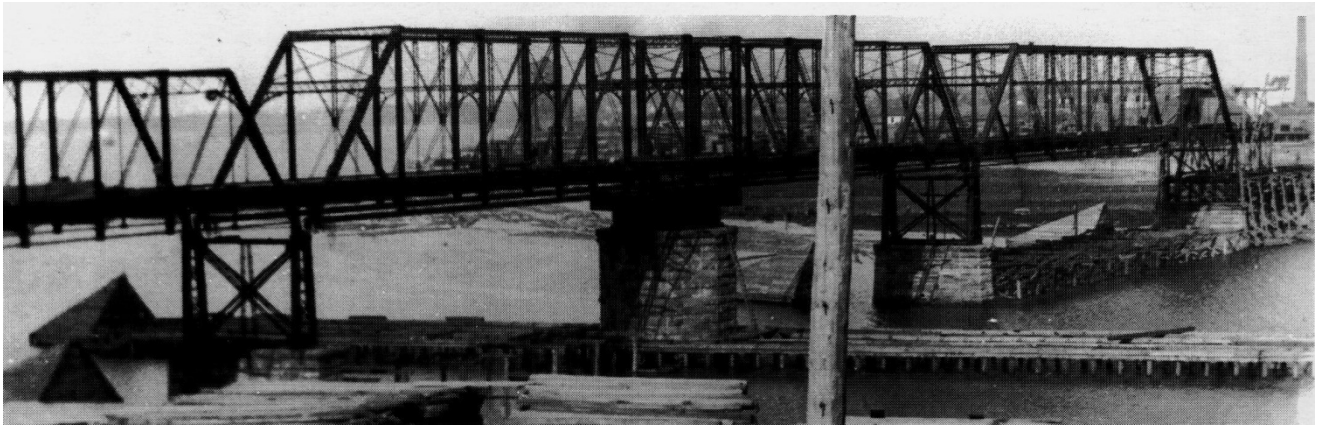
The Toledo Public Library, 1890



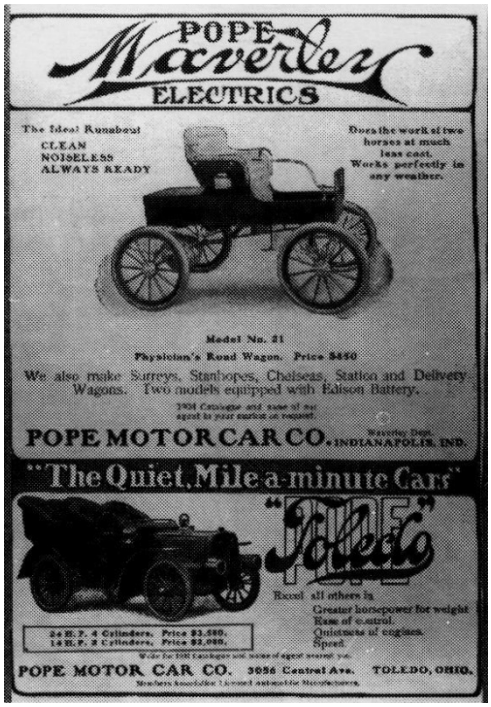
The Fassett Street Bridge Construction

A Toledo Beach Steetcar, 1911

Between 1894 and 1895 the Toledo Business College, in operation since 1858, became the Davis Business College. The Tiedtke Brothers started their grocery business in 1893, the W.L. Milner Company opened a dry goods store in 1894, and the Lasalle and Koch Company incorporated in 1898.

A new form of rail transportation developed during the 1890s, with electric motor powered cars known as interurbans, which carried passengers quickly and cheaply to nearby towns and cities. The oldest and best known, the Lake Shore Electric, started in 1893. The Toledo and Maumee Valley made its first trip to Perrysburg on August 9, 1894. The Ohio Electric Railway, a consolidation of a number of smaller lines, three of them in northwest Ohio, was the second largest electric railroad system in the United States. During 1907 and 1908 the Ohio Electric built the largest reinforced concrete bridge in the world across the Maumee River near Waterville, with the center pier of the twelve·arch bridge resting on the historic Roche de Boeuf.

On January 17, 1907, the Toledo Railway and Light



A Pope Motor Car Company Advertisement, 1904

Company announced that it had leased the Toledo, Ottawa Beach and Northern Railway, and changed the name of Ottawa Beach to Toledo Beach. On the Fourth of July that first year, 15,000 people rode the interurban cars to Toledo Beach. By August 1908, forty cars operated on the line, with a car leaving the interurban station every two minutes. The same company had opened Lake Erie Park, near Bay View Park, in 1895. Known as the Casino after 1901, the popular resort could be reached only by interurban. The interurbans prospered until trucks, buses, and private automobiles began to replace them in the 1920s.

A Toledo Steamer Advertisement

Peter Gendron purchased the first gasoline powered passenger car seen in Toledo in September 1899. However, Lamson's had used a battery powered delivery truck, Toledo's first horseless vehicle, since June 1899. The Lozier Manufacturing Company, originally a bicycle maker, may have produced a steam powered truck in Toledo as early as 1899. In 1900 the firm, by then part of A.A. Pope's American Bicycle Company, made a steam driven passenger car called the "Toledo." Pope dropped the steamer in 1902 in favor of a luxury model gasoline powered car called the "Pope Toledo." The company became the Pope Motor Car Company in 1903. Pope employed about 1600 workers when the 250 machinists struck the plant in August 1906. An injunction in November permitted the company to continue its operations, but it never recovered. In August 1907 the Pope Motor Car Company went into receivership.

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The Overland Automobile Company of Indianapolis, Indiana, also fell into financial difficulties in 1907. In order to get delivery of Overland cars that he had sold in his dealership in Elmira, New York, John N. Willys took over the company. The Willys-Overland Company purchased the Pope Motor Car Company plant in 1909, and moved its operations to Toledo in 1911. When Charles Knight invented the sleeve-valve motor in 1915, Willys acquired the patents and began production of Willys-Knight automobiles. By 1915 Willys-Overland was the second largest automobile manufacturer in the United States. Only the Ford Motor Company produced more cars. The Ohio Electric Company made its "Ohio Electric" in Toledo from 1909 until 1918. In 1914 the Milburn Wagon Company turned out its first electric automobile. With a maximum speed of 20 miles per hour, it sold for $1,485. Production of the popular "Milburn Electric" continued into the 1920s.

John N. Willys
1873 - 1935

John N. Willys brought other companies to Toledo to supply the parts needed for Willys·Overland cars. The Kinsey Manufacturing Company was organized in 1911 to make sheet metal parts for Willys. Willys brought the Warner Gear

Company to Toledo in 1912 to make gears and other parts for his cars. Willys organized the Tillotson Carburetor Company in 1914, and acquired the Electric Auto-Lite Company to make starters and generators. The Champion Spark Plug Company moved to Toledo in 1910, and the Mather Spring Company incorporated in 1911.

New residents continued to arrive in Toledo. By 1910 the city population had grown to 168,497. This included 32,144 foreign-born, or approximately 19 percent. The German, Russian, and Italian-born populations increased and the Irish-born continued to decline. The most significant growth in the first decade of the new century was again in the Polish and Hungarian communities. The number of Polish-born nearly doubled, increasing from 3,824 to 7,063. In 1901 St. Hedwig's Polish Catholic Church completed a new Gothic building. In 1907 St. Adalbert's parish was created in the expanding Lagrange Street neighborhood. The Hungarian population grew from 647 in 1900 to 2,927 in 1910. St. Stephen's Hungarian Catholic Church completed its new church in 1914, and the Magyar Reformed Church built a new building in 1903. St. Michael's Greek Catholic Church organized in Birmingham in 1910 and built a new church in 1915. In 1906 a Slovak Catholic Church called Our Lady of the Rosary organized on Front Street. The black population increased only slightly between 1900 and 1910, from 1,710 to 1,877.

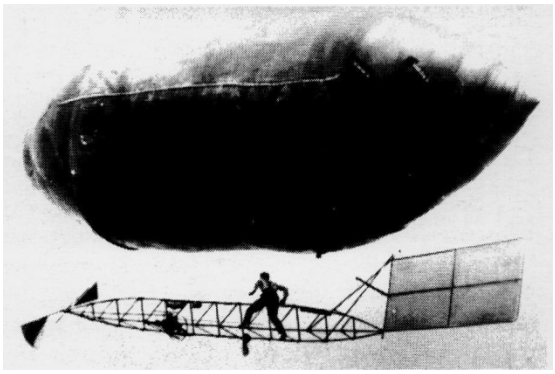
The rush to plat subdivisions intensified after 1900. By 1914 the Toledo City Directory listed 273 real estate concerns. The realtors no longer stressed nearby factories in their advertising. In describing Homewood Park in 1910, E.H. Close declared that, "The day of the cramped, crowded city lot is passing and the movement toward the suburbs is more pronounced now .... " Even the names of the new developments sounded more rural than urban. Fairlawn Heights was platted in 1906, Friendship Park and Glendale by the River in 1907, Pleasant Place in 1910, Sanguishine in 1912, and in 1914, Lotus View, Urbanrest, Case Farm Beach, and Silver Creek Hills and Dales. In addition, there were endless variations on home: Home Acres, Homedale, Homestead, Homeville, Homewood, and Homewood Park.

While the real estate industry built suburbs, the density of the downtown increased. The eight-story Majestic Apartments on Cherry Street, built in 1907, had what was probably the first electric elevator in the area. The six-story Scottwood Apartments, later named the Plaza Hotel, opened in 1903, the ten-story Secor Hotel in 1908, and the seven-story Betts Flats, at 135 Fourteenth Street, in 1904. The twelve-story Ohio Building

and the seventeen-story Nicholas Building opened in 1907. The Toledo Trust Building, with its twenty-two stories, opened in 1912.

In the first decades of the new century, Toledo's institutions kept pace with the economic advance. A city zoo started in 1900, when the superintendent of parks provided a cage at Walbridge Park for a large woodchuck, which some people thought was a small bear. The animal attracted so much attention, that two badgers, a golden eagle, and three black bears soon joined him. In 1905 citizens contributed funds to purchase an elephant named Josie from the Ringling Brothers Circus. When Josie died in 1912, Babe, who cost $2,000, replaced her. In the fall of 1909 the zoo purchased two lion cubs named King and Queen at a cost of $400. The Toledo Zoological Society organized in 1910 to manage what was then called the Walbridge Park Zoo.

The Toledo Museum of Art, incorporated on April 18, 1901, by Edward Drummond Libbey and several of his friends, opened that fall in a store room on Madison Avenue. Libbey and his wife, Florence Scott Libbey, contributed money, paintings and statues, and land on Monroe Street at Scottwood Avenue, where a new $244,000 museum opened to the public in October 1912.



Roy Knabenshue's Airship

64 By 1908 Toledo High School had become crowded. Toledo voters approved a $500,000 bond issue that year for two new high school buildings. Jesup W. Scott High School opened in 1913 on Collingwood Avenue, and Morrison R. Waite High School opened in East Toledo, in 1914. When the last class graduated from Toledo High School in 1914, the old school building became a technical school.

A steamer knocked down the west half of the Cherry Street Bridge during the spring floods in 1908, and a temporary bridge replaced it while the city argued about the location of a new bridge. Finally, in 1913 city council appropriated $525,000 for a new steel and concrete bridge. The present Cherry Street Bridge opened to traffic in 1914, at a final cost of $1.2 million. In 1915 the remains of the old Cherry Street Bridge were towed down the river and rebuilt as the Ash-Consaul Bridge. Ohio required automobile license plates for the first time in 1908. On June 30, 1905, Toledoan Roy Knabenshue flew his dirigible from the fairgrounds on Dorr Street, landed on the roof of the Spitzer Building on Madison Avenue, then flew back to the fairgrounds. In 1910 curious Toledoans went to look at an airplane that had landed at Bay View Park. A large lighted sign on the roof of the Valentine Building in 1913 promised, "You Will Do Better in Toledo."

Though by 1900 only a few Toledo homes had electric

lighting, electricity had for more than ten years supplied power for street lights, the telephone and telegraph, stores and factories, and public transportation. On July 19, 1889, hundreds of awestruck Toledoans watched the first electric streetcar make its test runs on Michigan Street from the downtown to the new Libbey glass factory on Buckeye Street. By 1892 all the streetcar lines had retired their horses.

In order to operate on city streets, the streetcar companies had to secure franchises, giving the city council the power to regulate not only where the tracks could go, but what fare the operators could charge. In 1901 the Toledo Railway and Light Company consolidated all the streetcar lines into one company, which inherited the old franchises. One of the old franchises required that the company charge a 3-cent fare between six and seven o'clock both morning and evening, to enable people to ride to and from work. The fare had been an issue throughout the 1890s, with the citizens demanding it, while the company claimed financial losses because of it.

In the spring of 1913 Henry L. Doherty and Company, of New York, who had acquired control of the Toledo Railway and Light Company, began negotiating for new franchises. The last of the old franchises were to expire in March 1914. In November 1913, just before a newly·elected city administration came into office, the council passed an ordinance setting the streetcar fare at 3 cents. The company refused to lower its 5-cent fare, but to avoid trouble, no one who refused to pay 5 cents was denied a ride. Toledoans took advantage of the situation and refused to pay any fare at all. As many as nine million passengers rode free, before a court injunction in September restrained the city from enforcing the 3-cent fare.

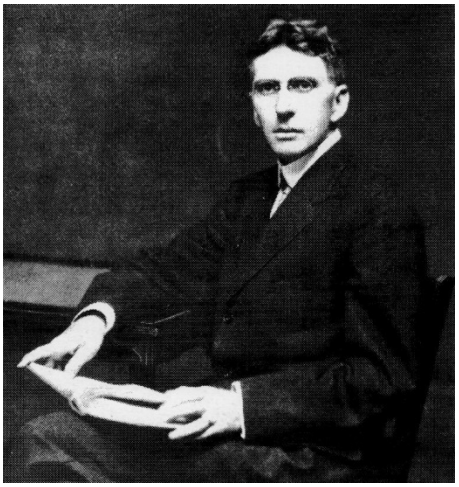
Toledo, like most other rapidly growing cities, feared the social effects of the urbanization civic leaders promoted. During the progressive era of the 1890s and early 1900s, demands for political, social, and economic reform swept the country. Several cities, including Toledo, elected reform mayors. When accusations of corruption in the city government split Toledo's Republican party in 1897, they turned for their candidate to Samuel M. Jones, a well-known Toledo businessman with no experience in politics. With 21,430 ballots cast, Jones won by 534 votes. Known as "Golden Rule" Jones, he brought his Christian principles to his job as mayor of Toledo. He insisted that prostitution, crime, and drunkeness were caused by the social system and argued that only a more humane society without poverty, ignorance, and privilege could solve these problems. He had city council repeal the Sunday closing laws and gave the policemen walking sticks in place of their clubs. He advocated municipal ownership of public

Samuel M. Jones
1846 - 1904

utilities and a nonpartisan city government.

Because Jones would not obey their orders, the Republican party bosses refused to renominate him in 1899. Jones ran for mayor as an independent candidate, and won with 70 percent of the vote, carrying every ward in the city and every precinct but one. Though some Toledoans believed he was dangerous, and many thought him eccentric, Jones was beloved by the working classes.

Samuel M. Jones died on July 12, 1904, during his fourth term as mayor. Robert M. Finch, the president of city council succeeded him. Jones had believed so strongly in the evils of political parties that he refused to allow his followers to organize, but immediately after his death an Independent party formed. In 1905 its candidate for mayor was Brand Whitlock, an attorney and friend of Jones who had long been active in the Independent movement. Whitlock won by an easy margin and was reelected in 1907, 1909, and 1911. In 1913 he declined to run again. President Woodrow Wilson appointed Whitlock minister to Belgium in December 1913. The 1913 Independent candidate, Judge Charles E. Chittenden, lost badly to the Republican candidate, Carl Keller, marking the end of the Independent movement.



Brand Whitlock
1869 - 1934

Through the efforts of conservative Toledoans, who were frightened by Jones's relaxed attitude toward crime, and Jones's political enemies, a special state law in 1902 took control of the police out of the hands of the city government. Knowing the law was meant for him, Jones refused to give up control of the police and the matter went to the State Supreme Court. When the act was declared unconstitutional, the Ohio legislature passed a new municipal code requiring the same governmental organization for all Ohio cities. This led to a demand for home rule for cities. The 1912 Ohio Constitutional Convention drafted a number of new amendments, including one for municipal home rule, which the voters approved.

On November 4, 1913, Toledoans elected a fifteen-member charter commission to draft a home rule charter for Toledo. A year later, on November 3, 1914, the voters ratified the new charter, which would go into effect on January 1, 1916. The new charter required that all municipal franchises be submitted to the voters and provided for nonpartisan municipal elections. Though Toledo's Independent party died with the election of 1913, they succeeded in legislating their nonpartisan ideals into the basic law of the city of Toledo.

7 World War I & Prosperity

Toledo, 1926

The new City Charter became the governing law of Toledo on January 1, 1916, but those provisions regulating elections went into effect on January 1, 1915. The first three municipal elections under the new charter, in 1915, 1917, and 1919, followed both the law and the spirit of the nonpartisan charter. No national or state political organization representing any of the parties attempted to influence the outcome, and the elected officials made their appointments without considering party affiliation. Even the local party "machines" did not sponsor candidates until 1919, when the Democrats ran Edward J. Lynch, who finished third behind independent incumbent Cornell Schreiber and Socialist Solon T. Klotz.

Toledo's idealism took on a broader character when the United States entered the First World War on April 16, 1917. The city had held a "Preparedness Parade" nearly a year before the declaration of war, and by March 1917 guards protected the waterworks and other public facilities, as well as factories

The World War I Preparedness Parade, 1916

expected to produce war materials. The Toledo Naval Militia patrolled all railroad bridges across the Maumee River. Because so many rail lines needed for the movement of troops and supplies passed through the city, Toledo officials feared the bridges might be damaged by saboteurs. By April, with available men already in short supply, the Toledo Railway and Light Company began training women for work as motormen and conductors on city streetcars.

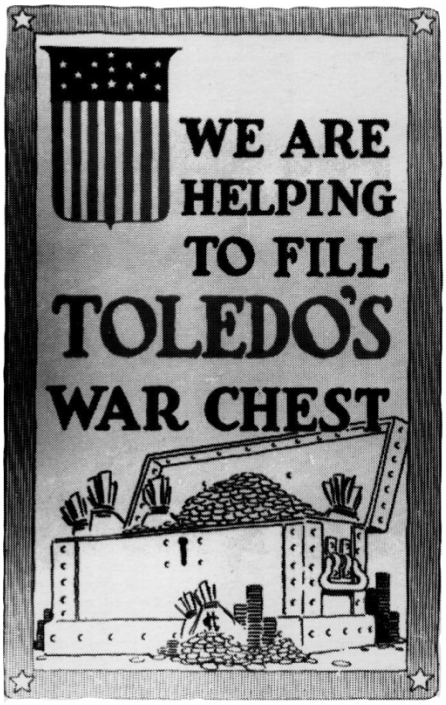
On June 5, 1917, in the first military draft ever, all Toledo men between the ages of twenty-one and thirty were required to register for military duty. A total of 33,914 men registered in Lucas County. During June, 1,200 northwest Ohioans enlisted in the military, while the marriage rate soared as others tried to avoid serving. The numbers for the first draft, drawn in Washington on July 20, 1917, designated those who would make up Toledo's quota of 2,454 men. Farewell parties and send-off parades continued through September, as the men left in groups of three and four hundred for training at Camp Sherman in Chillicothe before going overseas. On September 6,

A World War I Troop Parade

1917, sixteen Toledo nurses left Union Station for service with the Red Cross in Europe.

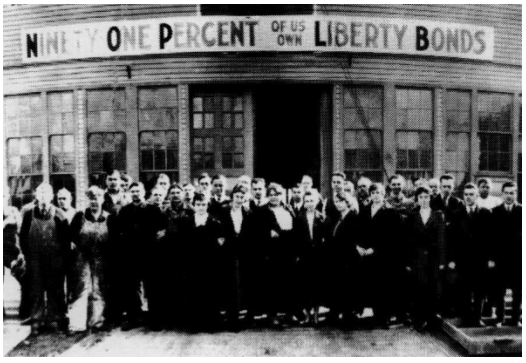
In August 1917 the federal government requisitioned all ships under construction at the Toledo Ship Building Company. In 1918 the government built a nitrate plant in East Toledo to produce munitions. Other Toledo industries shared in the defense work. The Willys-Overland Company made airplane parts and motors, and artillery shells, the Toledo Bridge and Crane Company made shell casings, the Toledo Steel Products Company made artillery shells, and the Hettrick Manufacturing Company, the Ohio Canvas Goods Company and the M.I. Wilcox Company made tents, truck covers, and other canvas goods for military use.

Though the city plowed vacant lots for Toledoans to plant vegetable gardens, some people tried to hoard food, forcing the grocers to impose limits on sales. Hotels and restaurants had "meatless" and "wheatless" days, while bakeries experimented with "Victory Bread," using less sugar and milk, and as little wheat flour as possible. To conserve coal and keep factories and military trains running, regular train and streetcar service was cut. Toledo had "lightless" nights on Mondays and Tuesdays, using only half the street lights. Gas stations closed on Sundays to save fuel. Citizens saved peach pits to be used in making gas masks. More and more women filled jobs previously reserved for men, becoming delivery drivers, and even freight handlers for the New York Central Railroad.



A World War I Poster

The first of four Liberty Loan Bond campaigns to finance the war began in May 1917. In the spring of 1919 the Victory Loan campaign collected money to pay war debts. Toledo oversubscribed in each of the five campaigns, collecting a total of $72,741,500 This exceeded the city's quota by more than 20 percent.



The World War I Liberty Loan Bond Campaign at Haughton Elevator

The news on November 11, 1918, that the Armistice had been signed and the war was over set off the biggest celebration the city had ever seen. All businesses, schools, and offices closed, and everyone poured out into the streets. That afternoon Toledoans joined a huge parade through downtown Toledo, followed by a program of speeches and patriotic songs at the courthouse. Most of the hundreds of Lucas County men who served in the military came home after the World War ended. Of the 330 who died, more than half were killed in action. The prevailing national idealism and reform mentality, along with the unquestioned importance of conserving food during the war years, accomplished what the Anti-Saloon League had worked toward for several years. Since large quantities of grain and sugar went into the production of beer

The Toledo Woman Suffrage Association, 1912

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A Parade of Troops Returning from World War I

and liquor, the "drys" argued that drinking was not only sinful, but unpatriotic. In November 1918 Ohio voted for statewide prohibition. A prohibition amendment had gone before the voters three times before, in 1914, 1915, and 1917, losing each time, though by a narrow margin in 1917. The amendment to the state constitution, effective on May 27, 1919, closed saloons and prohibited the manufacture of beer and liquor as well. Toledo's four breweries, Huebner-Toledo, Home, City, and Buckeye, stopped producing beer, though by May 1919, Huebner advertised a "near beer" called "Ledo." The Lenk Wine Company property, no longer needed for wine making, was sold to the DeVilbiss Company. The state law was followed by nationwide prohibition at midnight on January 16, 1919. Ohio ratified the Eighteenth Amendment to the United States Constitution, the National Prohibition Act, on January 7, 1919.

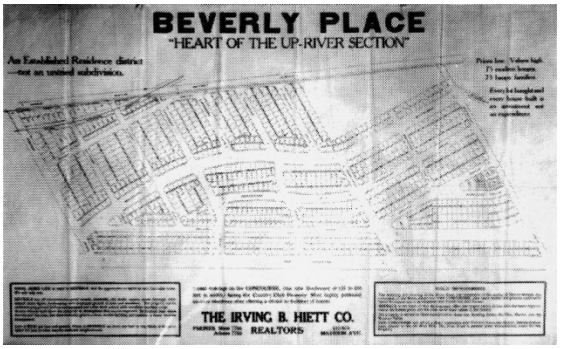
On June 16, 1919, the Ohio legislature ratified the Nineteenth Amendment to the United States Constitution, giving women the right to vote. Had the required number of states failed to ratify the Nineteenth Amendment, an amendment to the Ohio Constitution approved that same day gave Ohio women the right to vote in presidential elections. Though Ohio had allowed women to vote in school board elections since 1894, woman suffrage amendments had failed in Ohio in 1912 and 1914. Some Ohio cities had given women the right to vote in municipal elections in 1917, after the Ohio Supreme Court ruled that city charters could include votes for women. Though Toledo's Woman Suffrage Association, organized in 1869, produced some of Ohio's most active suffragettes, Toledo's City Charter did not include votes for women. More than 36,000 Toledo women registered to vote in the 1920 election. The Toledo Woman Suffrage Association became the Toledo League of Women Voters in 1921.

The great epidemic of Spanish influenza which swept the country in 1918 and 1919 took its toll in Toledo. In October 1918 Toledo health officials ordered that all public places, including schools, theaters, libraries, churches, and saloons, be closed until further notice. They remained closed for more than three weeks, reopening only after thousands of citizens had been inoculated with anti-influenza serum. As of November 8, 1918, 5,540 cases of influenza had been reported; 242 people had died from the influenza, and 125 from pneumonia brought on by the influenza.

This was Toledo's second serious epidemic in three years. In 1916 an outbreak of infantile paralysis delayed the opening of the city's elementary schools until the end of September and kept children under the age of sixteen out of

public places for weeks. Of the ninety·six cases of infantile paralysis reported as of September 8, 1916, all but four were under the age of twelve. At least seventeen children died.

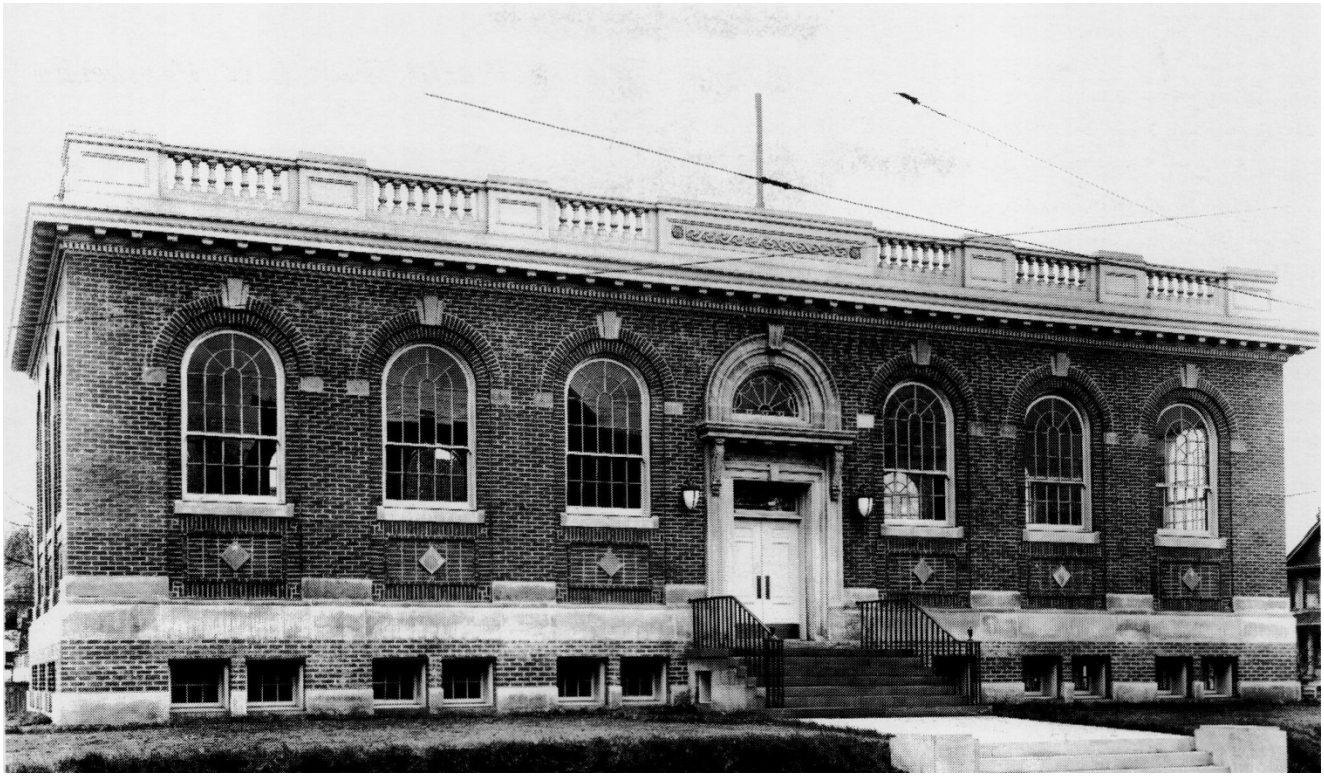
Toledo continued to grow to accommodate its growing population, which reached 243,164 by 1920. On New Year's Day 1916 the *Toledo News-Bee* reported that Toledo's realtors expected great progress in the city in 1916, and that money was plentiful for real estate investments, mortgages, and building. Through the fall of 1917, despite the World War and the stringent conservation measures in effect in Toledo, the realtors platted and sold new suburban developments. Madison Park, Loch Haven, Beverly Place, Oak Grove Gardens, Westhaven II, Acme Grove, and a second plat in Homeville opened in October 1917. Most realtors offered free streetcar rides to their new developments, and at Collingwood Gardens, potential buyers could enjoy a free barbecue. Boulevard Terrace, where lots sold for $500, imposed certain restrictions: houses had to cost at least $2,500 and be built thirty feet from the front line of the lot.



A Real Estate Plan, 1917

The Toledo Public Library opened five new branch libraries during the winter of 1917-1918. As early as 1905, the library trustees realized that the central building could no longer serve the growing population. They applied to the Carnegie Corporation, endowed by millionaire industrialist Andrew Carnegie, for funds to remodel the old building. Carnegie refused, offering instead to donate money for neighborhood branch libraries. The library trustees again wrote to Carnegie in 1911, and in 1915 Carnegie offered $125,000 for four branch libraries. By then West Toledo had grown so much that two branches were needed. With Carnegie's consent, the money was divided equally, with $25,000 for each of the five branches. The David R. Locke Branch opened in East Toledo on December 5, 1917, the Eliza Kent Branch opened in the Old West End on December 11, 1917, the Anna C. Mott Branch opened in the Southwest on January 3, 1918, the Francis D. Jermain Branch opened in North Toledo on January 7, 1918, and the South Branch opened on January 16, 1918.

In 1916 one-third of Toledo's wage earners worked in the automobile industry, one-fifth of them for the Willys-Overland Company. Thirty-five smaller plants made parts and accessories for Willys-Overland, as well as for other automobile manufacturers. Between 1914 and 1919 the capital invested in Toledo industries more than doubled. The number of wage earners increased from an average of 27,076 in 1914, to an average of 42,090 in 1919. The total wages and salaries paid to Toledo workers went from $23.7 million in 1914 to $67.8



The Jermain Branch Library

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The Locke Branch Library

million in 1919.

By 1918 Willys-Overland, at that time the largest automobile factory in the world, employed as many as 15,000 people. The Ford Motor Company manufactured more cars, but Ford's production was distributed among several plants. War production kept wages high and the demand for workers steady, but in 1919, with the war ended, the situation returned to normal. Wages increased slowly, while inflation forced the cost of living to twice what it had been before the war. Union membership had grown, and collective bargaining had come with the wartime emergency. After the war the company attempted to withdraw the union recognition. In January 1919 Willys-Overland offered a profit-sharing plan, which the employees saw as a scheme to hold wages down. The company announced a 48-hour work week, an increase of three hours over the wartime schedule. When the union members refused to work more than 44 hours a week, the impasse became a strike against the Willys-Overland Company on May 5, 1919. Numerous violent confrontations between strikers and non-strikers forced the plant to close three days later.

A Willys-Overland Advertisement

It reopened on June 2, 1919, but the following evening, two men were killed and nineteen injured during a riot involving several thousand strikers, strike sympathizers, strike breakers, and former soldiers who were serving as police. The plant closed again, until a restraining order, which later became an injunction, limited picketing. Interest in the strike declined, until the last of the pickets were arrested on January 16, 1920. By then 14,000 men were at work in the plant.

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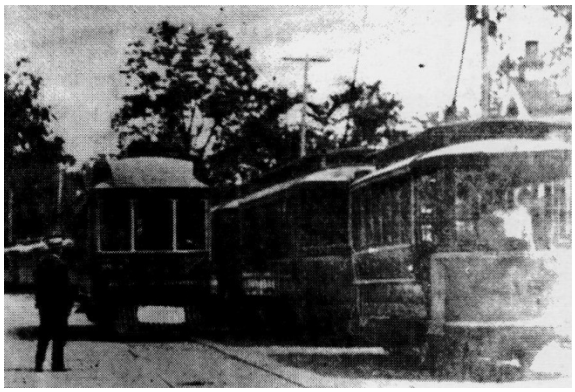
Toledo's streetcar drivers, also caught between inflation and fixed wages, threatened to strike in 1918. A strike in 1916 had ended after two weeks, when the federal court finally ruled on the 1914 controversy over the 3-cent fare. The decision allowed the Toledo Railway and Light Company to drop the 3-cent fare, in order to pay the operators a higher wage. Again in 1918 the court ruled against the city. Higher wages for the drivers required that riders pay higher fares, and the city had no right to interfere with the company in setting those fares. The city could, however, order an end to streetcar service.



The Streetcars in Michigan during the 1919 Fare Dispute

On June 30, 1919, city council passed an ordinance denying the streetcar company the use of city streets. In a referendum on November 4, 1919, as provided by the city charter, voters approved the "ouster ordinance" by a narrow margin. By midnight on the following Saturday, the day the vote became official, the Toledo Railway and Light Company had moved all its streetcars to Toledo Beach, in Michigan. From November 9 until December 5, 1919, no streetcars or

interurbans ran in Toledo. Since the average citizen did not own an automobile, the strike forced Toledoans to walk. The federal court again settled the dispute, keeping, the cars running until February 1, 1921, when the newly-formed Community Traction Company took over the streetcar system. In October 1921 the Toledo Railway and Light Company became the Toledo Edison Company.

Despite the non-partisan city charter, party politics emerged in Toledo's 1921 municipal election. The Republicans, determined to rebuild the local party organization, entered a full slate of candidates. The city elected Republican Bernard Brough mayor. Brough balanced the budget and started a program of public improvements that won him re-election in 1923, and elected another Republican, Fred Mery, in 1925. With the return of party politics, the civil service system of appointment gave way to a political reward system for the appointment of government employees.

Less than a year after his election Mayor Mery fired Service Director William T. Jackson, accusing him of being uncooperative. The public protested, charging that "machine politics" controlled the city and demanding a charter commission to correct the weaknesses in the city charter. In 1927 voters chose Jackson mayor, and elected a new charter commission. Jackson's popularity and capable performance in office no doubt contributed to the 1928 and 1931 voter rejections of four different charter commission proposals for a city manager form of government.

Toledo's population increased steadily from 168,497 in 1910, to 243,164 in 1920, and to 290,718 in 1930. The various nationalities contributing to Toledo's growth changed during those decades, as the United States, for the first time, limited immigration. In 1917 new laws kept out most Asians and required a literacy test for all others. National quotas, imposed by a 1921 law, became more restrictive in 1924, when another act limited the numbers of immigrants from southern and eastern Europe. In Toledo the numbers of German, Irish, and Russian-born declined throughout the period, while the Italians, Greeks, and Slovaks increased. Both the Polish and Hungarian populations grew between 1910 and 1920, then declined between 1920 and 1930, showing clearly the effect of the new restrictive immigration laws. Toledo's black population grew from 1,877 in 1910 to 5,691 in 1920, and then soared to 13,260 by 1930. Many of the blacks came originally from the South, hoping to find freedom and opportunity in Northern cities. As immigration restrictions limited the foreign-born labor supply, industry turned to black workers. At the same time, agricultural failures in the South

forced sharecroppers to leave their farms. The migration went on throughout the 1920s, creating crowded black neighborhoods in the segregated Northern cities. By 1930 residential segregation restricted Toledo's black residents to the southwestern part of the city, previously occupied by the Irish and the Germans.

As Toledo's population and territory increased, the city required more schools. In addition to a number of elementary buildings and additions, the city constructed three new high schools during the 1920s. The Board of Education admitted in 1916 that Scott High School, with approximately 1,600 students, and Waite High School, with approximately 1,300, had reached their capacities. The Edward Drummond Libbey High School opened in South Toledo in 1923, and the Calvin M. Woodward High School opened in North Toledo in 1928. Woodward, the largest and most completely equipped of Toledo's four high schools, started classes with about 1,500 students. Toledo's Catholic Diocese completed the Central Catholic High School in 1929, to accommodate an enrollment that had grown steadily since the school opened in 1920 in leased buildings on Cherry Street.

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When the Diocese of Toledo was created in 1910, St. Francis de Sales, the oldest Catholic church in the city, was designated the cathedral for the diocese until the appropriate building could be provided. In October 1925 the Diocese broke ground for a new cathedral on Collingwood Avenue, to be known as Our Lady Queen of the Most Holy Rosary. The imposing Spanish plateresque building would take nearly two decades to complete.

The Toledo Museum of Art opened an addition on January 5, 1926, that provided seventeen new galleries, two auditoriums, and a reference library. Edward Drummond Libbey, inspired by Toledoans' use of the museum's educational programs, especially those for school children, donated nearly $1 million to make the addition possible. Libbey had died in November 1925, providing in his will an additional $2 million for construction of two more wings, to house a music hall and a school of design. He also left a $1 million endowment fund to maintain them. By 1929 the Museum of Art had purchased land for the new additions, which would triple the size of the museum, and for a park to surround the complex.

Toledo began a decade of street improvements in 1919 with the extension of Summit Street to connect with Broadway and eliminate a bottleneck for traffic to and from South Toledo. The project involved moving Swan Creek to make space for the street. In 1929 the city moved an entire block of

Swan Creek before it became the Summit Street Extension

The Widening of Main Street, 1929

fourteen buildings back ten feet to allow for the widening and improvement of Main Street in East Toledo. Between those dates Toledo widened and improved a number of streets, including Monroe Street, and Lewis and Sylvania Avenues in 1926. Lagrange Street improvements followed in 1929. The city built bridges to eliminate several railroad grade crossings, including "dead man's crossing" on North Detroit Avenue at the New York Central tracks. On October 1, 1929, construction got under way on a new high level suspension bridge across the Maumee River.

By 1922 what remained of the canal was a swampy eyesore half filled with stagnant water. The costly health hazard cut through South Toledo and prevented its growth and development. Between Toledo and Maumee seven bridges crossed the canal, all of them in need of extensive repairs. Toledoans had talked for years of replacing the canal with a boulevard into the city, appointing a committee in 1917 to negotiate with the State of Ohio for its purchase.

The city finally secured the deed to the approximately 150 acres, 135 feet wide and 9 miles long, for $300,000 in December 1922. In 1927, after a long struggle, the state legislature approved the abandonment of the canal between Toledo and Grand Rapids. Businesses along the canal objected to the plan to build a highway, complaining that they needed the canal water. The United States Supreme Court ended the controversy and cleared the way for the boulevard in 1929 with its decision allowing the state to dispose of canal property. Three days before the date set for draining the canal in July 1929, someone, whose identity was never learned, blasted a hole in the canal bank allowing the water to drain into the Maumee River. The operation of filling in the canal bed began that fall.

Toledo shared the national optimism of the 1920s. The prosperity seemed limitless. The Willys-Overland Company led the way, with increased production each year. In 1925 its payroll of $27,000,000 represented 41 percent of the total payroll in the city. Its peak year came in 1928, when Willys-Overland built 314,437 cars and employed 23,000 workers.

The glass industry grew quickly. Companies merged with other glass makers to form new companies that would later earn for Toledo the title of "Glass Capital of the World." The Owens Bottle Company acquired the Illinois Glass Company, of Alton, Illinois, in 1929. The new company that resulted was called the Owens-Illinois Glass Company. In 1930 the Libbey-Owens Glass Company, organized by Edward Libbey and Michael Owens in 1916, merged with the Edward Ford Plate Glass Company to form the Libbey·Owens-Ford Glass Company.

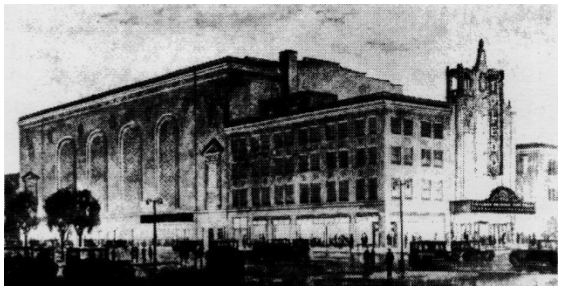
World War I & Prosperity

The generally favorable economy, along with the growing glass and automotive industries attracted other businesses to Toledo. The Surface Combustion Company moved to Toledo in 1927, and the Spicer Manufacturing Company moved its headquarters here from New Jersey in 1929. The Landers Corporation formed from the merger of three companies in 1928.

Large conglomerates from outside the city purchased a number of Toledo businesses during the 1920s. The R.H. Macy Company from New York City purchased an interest in the Lasalle and Koch Company in 1924. The Kroger Company bought the forty-eight local Thrift Grocery Company stores in 1924, and in 1926 the Great Atlantic and Pacific Tea Company bought the thirty-five Sam Bellman groceries. The Tiedtke Brothers sold their department store to the Kobacker family from Columbus in 1925. The B.R. Baker Company affiliated with a New York chain of stores in 1927. The W.T. Grant Company opened a store in Toledo in 1923, Woolworth's in 1924, and the Sears, Roebuck and Company in 1928. In 1929 the National Dairy Products Company of New York bought the Ohio Cloverleaf Dairy Company and the Ohio-Toledo Ice Cream Company.

The Lion Store, 1929

Downtown Toledo experienced a building boom in the late 1920s. The Lasalle and Koch Company had built a new store at the corner of Huron and Adams Streets in 1917, and in 1927 they added three more floors. Lamson's moved into a new store at Huron and and Jefferson Streets in 1928. The same year the Lion Store bought buildings for expansion adjacent to its establishment in the Summit, Adams, and St. Clair Streets block. The Lorraine, Fort Meigs, and Park Lane Hotels all opened in 1925. The Commodore Perry Hotel was completed in 1927, and the Hillcrest Hotel in 1929. The Paramount Theater opened in 1929.



The Architect's Drawing of the Paramount Theater, 1929

Toledo's first commercial radio station, WTAL, began broadcasting from the Navarre Hotel in 1921. WTAL broadcast President Herbert Hoover's inaugural address in 1928, the same year George Storer bought the station and changed the call letters to WSPD. Toledoans used dial telephones in 1927, and saw their first movie with sound, "The Jazz Singer," starring Al Jolson, at the Vita-Temple Theater in 1928. Municipal Airport on Stickney Avenue opened in 1927, and in 1928 Transcontinental Airport was dedicated seven miles southeast of Toledo, in Wood County.

Though Toledo shared in the "roaring" excitement and prosperity that characterized the 1920s, just one industry dominated the city's economy. While hundreds of small manufacturers turned out a variety of products, ranging from

World War I & Prosperity

umbrellas to steam shovels, and the glass factories expanded steadily to accommodate their growing technology, the Willys-Overland Company remained Toledo's largest employer. In addition, as many as thirty smaller plants produced automobile parts. By April 1929 Willys-Overland, like the other automobile makers, had overproduced. Its large inventory of unsold cars forced the company to lay off thousands of workers. This, in turn, eliminated the market for parts, forcing other factories to cut back. Toledo faced a serious unemployment problem more than three months before the Great Depression began with the crash of the stock market on October 29, 1929.

The Transcontinental Airport Dedication, 1928

8 The Great Depression

Toledo, 1936

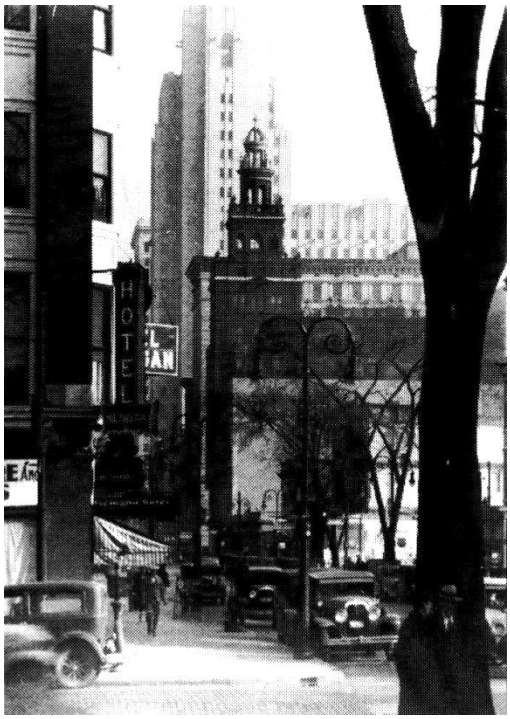
The Great Depression started in Toledo in the spring of 1929, when the Willys-Overland Company laid off the first of several thousand workers. Though unemployment in Toledo rose as steadily as the stock market during that summer, it mainly affected a group of workers accustomed to an annual layoff. By October 29, 1929, when prices on the New York Stock Exchange fell sharply and millions of people lost all their savings, more than ten thousand Willys-Overland workers were already living on savings and an occasional part-time job. In January 1930 the Merchants and Manufacturers Association estimated that as many as 18,000 Toledoans had no work. The situation seemed to be improving, however, and businessmen remained confident that the economy would soon recover from the effects of the stock market crash. Toledo's banks appeared to be stable, and the many building projects underway in the city that year gave further

The Great Depression

cause for optimism.

Toledo voters had approved a bond issue for a new bridge across the Maumee River in 1928, and construction had started in 1929. The magnificent suspension bridge, arching high above the water, opened to traffic on October 27, 1931. Built at a cost of $3 million, the bridge was named for General Anthony Wayne.

The Hocking Valley Railroad and its parent company, the Chesapeake and Ohio Railroad, had started a $6 million project at Presque Isle on the Maumee Bay in June 1929. The new coal and iron ore loading docks, which opened one year later, in June 1930, were expected to give Toledo the best railroad and lake shipping terminal on the Great Lakes. Toledoans had their first look at the interior of the new Catholic cathedral on Collingwood Avenue in November 1929. Though the murals would not be completed until 1945, and the 250-foot bell tower was never added, Our Lady Queen of the Most Holy Rosary Cathedral was presented to the city in ceremonies on June 1, 1931. It remained a parish church until its dedication as the mother church of the Toledo diocese on October 1 and 2, 1940.



Madison Avenue, 1930

Early in 1929 the city had sold the site of the former Contagious Disease hospital on Upton Avenue to the Board of Education. The groundbreaking for a new high school was held on May 25, 1930, and the first students entered the new Thomas A. DeVilbiss High School in September 1931. Ground was broken on January 30, 1930, at Detroit and Arlington Avenues for a new Lucas County hospital, made possible by a $950,000 bond issue. The Georgian—style hospital, with beds for 269 patients and a residence hall for sixty-four nurses opened in May 1931.

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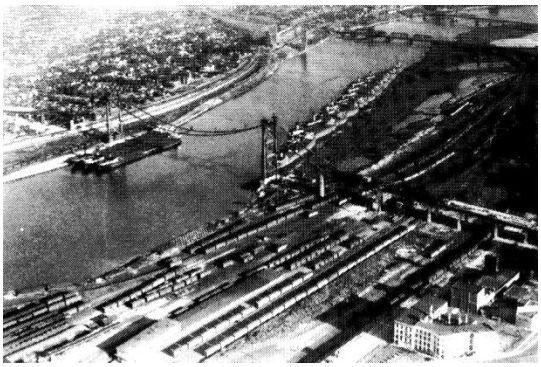
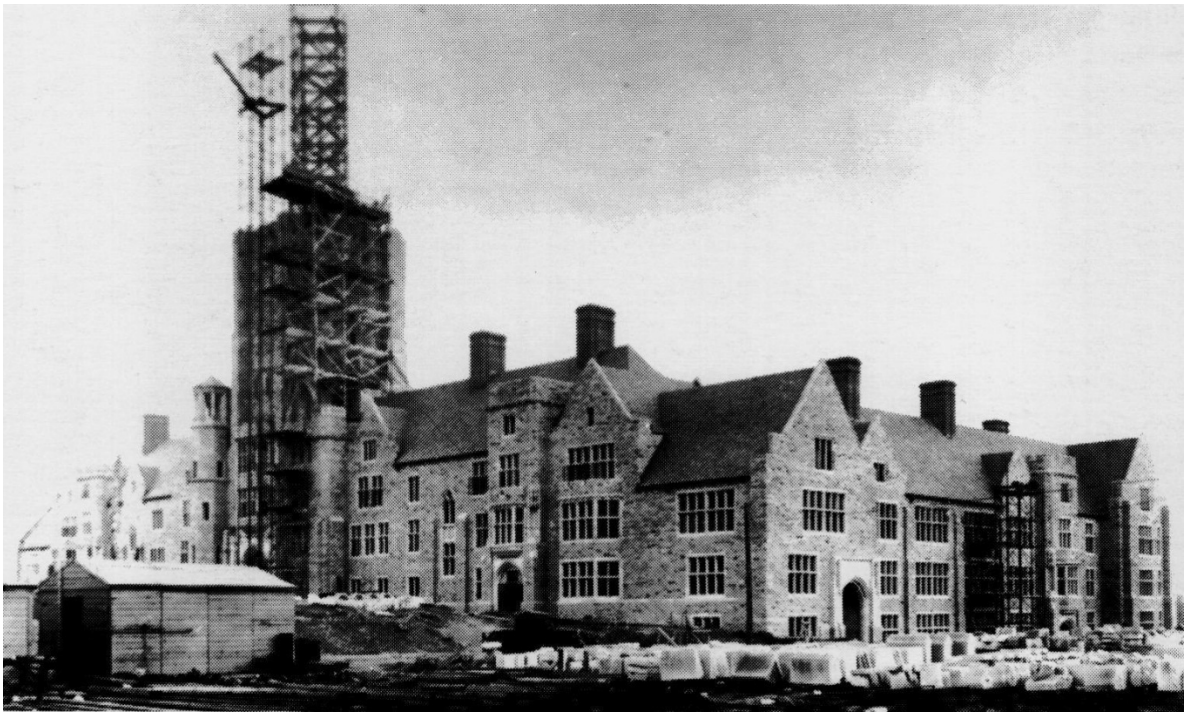
In 1928 voters had approved a $2,850,000 bond issue to provide new buildings for the University of Toledo. The more than two thousand students had studied in a building on Nebraska Avenue, built to train auto mechanics during the World War and later used as a factory. Night classes had met in the old Illinois school building on Eleventh Street. Neither building had provided adequate space or facilities. The University purchased an eighty acre farm on West Bancroft Street for $275,000, and an additional thirty-four acres for $25,000 more. The trustees broke ground on March 3, 1930, for the main building on the new campus, and for the Field House a short time later. University Hall, in the "collegiate Gothic" style, with 337 rooms on six levels, two courtyards, and a two hundred-foot tower, opened for classes on February 10, 1931.



The Anthony Wayne Bridge Construction, 1929

Late in 1929 the Ohio Savings Bank and Trust Company had begun construction of a new twenty-five story

Rosary Cathedral



The University Hall Construction, 1930

building on Madison Avenue, announcing that growth during the past five years had forced it to find new quarters. The bank moved into the first six floors of the elegant new building on August 29, 1930. Within a year the Ohio Savings Bank and Trust Company went bankrupt.

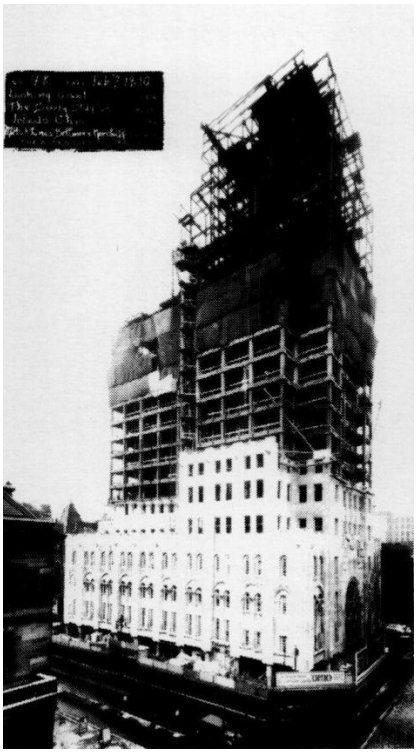
Toledo's banks appeared to have survived 1930, though throughout the country hundreds of banks closed. The 1930 federal census revealed that in April a total of 16,173 Toledoans had no work at all. Many of these people had purchased homes during the prosperous 1920s, when credit was easy and new neighborhoods replaced farmland all around the city. Banks in Toledo held the mortgages on many of the new homes. The banks repossessed the houses when the unemployed owners could no longer make the payments, but with no new buyers, the banks found themselves with huge real estate holdings and no money. In 1931 Toledo's banks held the mortgages on seventy-two subdivisions.

On June 17, 1931, the Security-Home Trust Company failed to open. When fearful depositors tried to withdraw their money from other Toledo banks, the bankers imposed a waiting period of sixty days for savings account withdrawals.

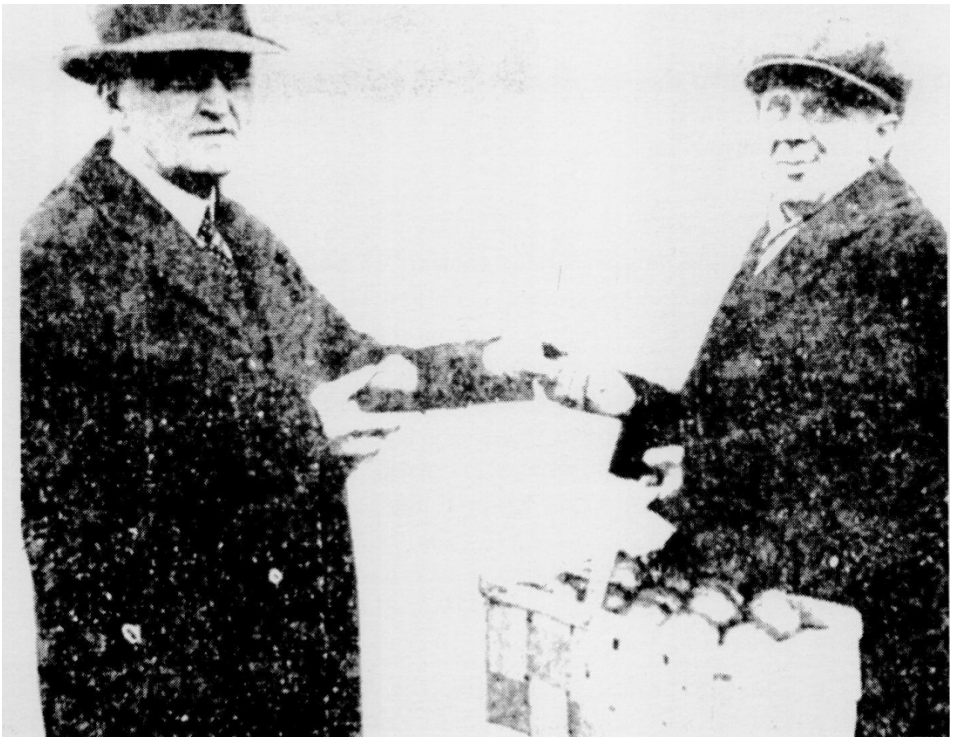
On August 17, 1931, the date the sixty days expired, four other banks, the Ohio Savings Bank and Trust Company, the Commercial Bank, the Commerce Guardian Trust and Savings Bank, and the American Bank, remained closed. Many smaller companies and shops went bankrupt. Doctors, lawyers, and others in the professions lost everything, as did the stockholders and employees of the banks. Large employers and some department stores banked outside the city, assuring them of cash for payrolls. Some stores offered credit to employed customers, but with little money in circulation, most business in Toledo stopped. In September 1931 a record 5,261 Toledoans accepted direct relief. More than 8,000 people received direct relief in December 1931, and more than 13,000 in December 1932.

Until 1932 the city of Toledo bore the responsibility for providing assistance for those in need, with funding from the city budget and the Community Chest. The Social Service Federation administered direct relief, which in 1931 totaled more than $1 million. In 1932, with $1,400,000 tied up in accounts in the insolvent banks, the city lacked money for its own operation. Relief for the unemployed, who by November 1931 represented nearly 50 percent of the workforce, posed a problem.

Construction of two large additions at the Toledo Museum of Art relieved unemployment to some extent. Edward Drummond Libbey had provided in his will $2 million



The Ohio Savings Bank and Trust Company Construction, 1929



An Unemployed Man Selling Apples in Downtown Toledo

The Ohio Savings Bank and Trust Company

Needy Toledoans Lining Up for Free Sandwiches

The Great Depression

to finance a school of design and a concert hall. Begun in 1930 at Mrs. Libbey's request, the project employed twenty-five hundred men during the next two years. The fifteen hundred-seat Peristyle opened with a concert by the Philadelphia Symphony orchestra on January 10, 1933.

In November 1932 Franklin D. Roosevelt was elected President of the United States. Immediately after his March 1933 inauguration the new President announced his New Deal programs to reduce unemployment. The federal government would provide direct relief for food and clothing, while creating employment for as many workers as possible on a variety of public projects. In 1933, with as many as fifty to sixty thousand people receiving food from city warehouses and no money to pay the $1.7 million cost, Toledo welcomed the federal work relief programs. City Council had voted in 1930 to hire unemployed men to fill in the old canal bed and build the long-planned Canal Boulevard, but the city had no money to pay for the work. With federal funding, the Civil Works Administration started the project in 1933.

One of Toledo's Three "Hoovervilles" along the Maumee River – The Shacks House Homeless Families During the Depression

The Canal Boulevard, later named the Anthony Wayne Trail, and a new parking lot for the Toledo Zoo headed a long list of projects completed with the help of the various federal agencies. The Naval Armory at Bay View Park and the William W. Roche Tuberculosis Hospital, two of the earliest building projects, started with Civil Works Administration (CWA) and Federal Emergency Relief Administration (FERA) funds, but were completed as projects of the Works Progress Administration (WPA).

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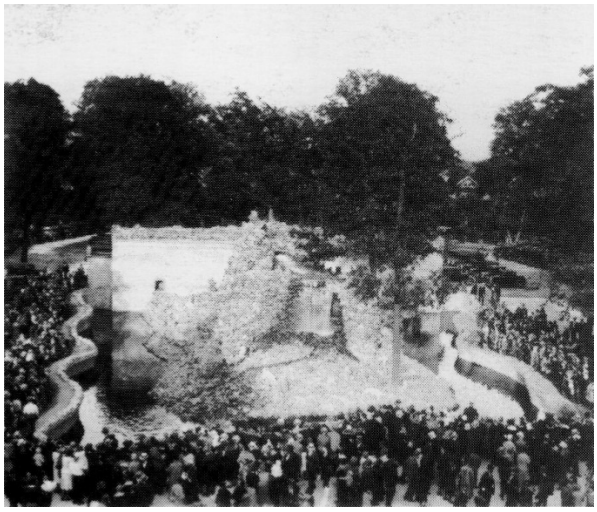
The Anthony Wayne Trail

The WPA completed the greatest number and widest variety of projects. Workers demolished a number of old buildings, among them the Milburn Wagon Works, the Lucas County Armory, the Wabash Elevator, and St. Mary's Church, salvaging the building materials for use in the new construction work. The WPA painted forty-five schools and repaired seven others, built additions at Beverly School, Woodward High School, and Newberry School. WPA workers made improvements at Libbey High School, built a stadium at Waite High School, and built the Glass Bowl stadium, a baseball field, and eight tennis courts at the University of Toledo.

The WPA and the Civilian Conservation Corps (CCC) worked extensively in the Metropolitan Parks, building athletic fields, shelter houses, bicycle paths, and fences. The WPA repaired the stone locks at Side Cut Park and built a three-acre lake, ten dams, and six bridges at Pearson Park. The city parks benefited as well, with projects in Willys, Beatty, Jermain, Ashley, Ottawa, Bay View, Riverside, Scott, Walbridge, and City Parks. The WPA employed people for smaller projects,

such as indexing newspapers and other records, repairing books and furniture, sewing, trimming trees, painting, and cleaning and repairing storm sewers, water lines, streets, sidewalks, and alleys.

At the Toledo Zoo the WPA built the Reptile House, Monkey Mountain, the Natural History Museum, the Amphitheater, the bear pits, the seal pool, a new entrance, the Aviary, the Aquarium, and an addition to the Monkey House, as well as the pedestrian tunnel under the new Anthony Wayne Trail. The Works Progress Administration provided funds to pay workers on projects requiring many laborers and little money for supplies. Toledo used salvaged bricks, lumber, and other building materials to keep costs to a minimum. By 1937 the WPA had spent $18 million in Lucas County, with $86 of every $100 used to pay workers' salaries. The Public Works Administration (PWA) gave grants and loans to cover part of the cost of labor and materials for private contractors on larger building projects. Contractors usually hired labor for these projects from the WPA rolls.



The Toledo Zoo's Monkey Mountain, 1933

The PWA financed new buildings for Pickett, Warren, Washington, Old Orchard, Westfield, Bancroft Hills, Stevens, and McKesson elementary schools, as well as repairs and improvements to ten others. The PWA helped finance the $1.7 million Macomber Vocational High School, and a new $2 million building for the Toledo Public Library. PWA funding enabled the Toledo Metropolitan Housing Authority to build Toledo's first public housing and slum clearance project, the $2 million Brand Whitlock Homes.

Toledoans blamed the city's mayors for much of the difficulty with relief during the first years of the Depression. Voters had rejected four versions of city manager government in 1928 and 1931, but in 1931 they also rejected the incumbent mayor, William T. Jackson, in favor of Addison Thacher. Both men were Republicans, but neither obeyed the dictates of the party organization. During Thacher's two years in office the banks failed, unemployment soared, and the city bankrupted itself trying to feed the hungry. Citizens blamed corruption in the city government for the inadequacy of relief for the unemployed.

In 1933 Socialist Solon T. Klotz challenged Thacher for the office of mayor, and won by fewer than three thousand votes. The city soon complained that Klotz was not capable of leadership. The conflict within the city government, the worsening financial crisis, and the continuing maneuvering of the Republican party "machine" convinced some of the former Independents that the City Charter should be changed to ensure nonpartisan government.

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An Inner City Street

The Brand Whitlock Homes, 1938

The Great Depression

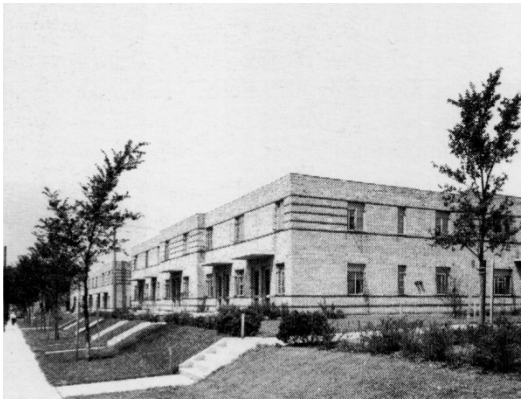
The Citizens' Charter Commission drafted an amendment providing for a city manager and a nine-member city council elected at large by proportional representation. On November 6, 1934, the amendment passed with 54.5 percent of the vote. The Citizens' Charter Commission became the City Manager League, a permanent organization, in January 1935. In May 1935, and again in September 1937, the League helped defeat attempts to repeal the city manager charter amendment. On Christmas Day 1935 local newspapers announced that John N. Edy would be Toledo's first city manager.

President Roosevelt's New Deal included the National Industrial Recovery Act, which became law on June 16, 1933. Intended to promote industrial growth, it included a section dealing with the rights of labor which encouraged collective bargaining. Toledo's labor organizations dated back into the nineteenth century, but the new law gave the workers a new impetus to organize. As the unions grew in size and strength, demands for wage increases and union recognition multiplied, resulting in frequent strikes. By 1935 union recognition was the main reason for strikes throughout the country.

The workers at the Willys-Overland Company were one of the first groups to organize. They joined the American Federation of Labor as the United Automobile Workers Federal Union No. 18384. Workers in the smaller parts plants joined them. In February 1934, they struck the Spicer Manufacturing Company, the Bingham Stamping Company, the Logan Gear Company, and the Electric Auto-Lite Company demanding wage increases and union recognition.

They returned to work in March, only to strike again in April when the Electric Auto-Lite Company management refused to recognize the union and fired union workers. The company hired strike breakers to operate the plant. Hundreds of Toledoans joined the mass picketing during May, and finally, the Ohio National Guard was called to restore order at the Auto-Lite plant on Champlain Street in North Toledo. On May 24, 1934, two Toledo men were killed during a battle between National Guard troops and striking workers. The strike was settled within days of the fatal riot. The Auto-Lite strike and a strike by the same union against the Chevrolet Motor Company in April and May 1935, led to the formation of the powerful United Automobile Workers International Union.

Hundreds of employees struck dozens of establishments in Toledo between 1934 and 1937. Twenty-two strikes involved 13,181 workers during 1934 and 1935 alone. Tugboat crewmen struck in 1934. Grocery clerks, FERA employees, waitresses at the Grace Smith Cafeteria, and workers at the City Auto Stamping Company and the four metal wheel companies



The Brand Whitlock Homes, 1938

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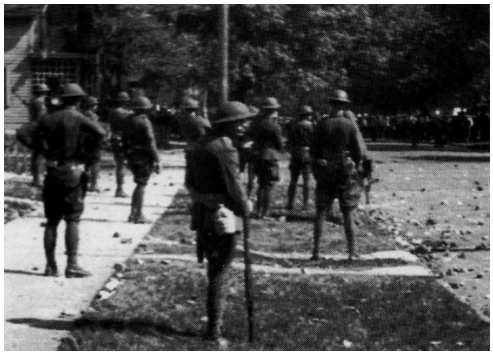


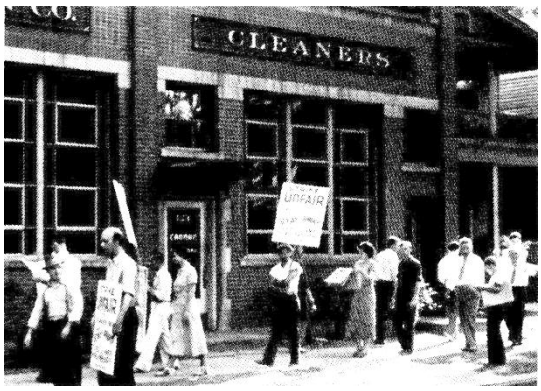
The Electric Auto-Lite Company Strike, 1934

picketed their places of employment in 1935. Strikes against the Myers Regulator Company, the Toledo Edison Company, and the Ohio Cloverleaf Dairy in 1935 became violent, with riots and property damage. In 1936 gas company employees, Toledo Ship Building Company employees, and workers at the Closure Service Company of the Owens-Illinois Glass Company walked off their jobs. The 1936 strike against the city's dry cleaning establishments became especially violent. In 1937 Libbey-Owens-Ford Company workers, Western Union messenger boys, taxi drivers, furniture movers, and workers at the Textileather Company, the Federal Creosoting Company, the Spicer Manufacturing Company, the Toledo Glove Company, and the City Cleaning and Laundry Company went out on strike against their employers.

Toledo's industrial recovery from the Depression depended upon a solution to the strikes which cost companies working hours and production time. Edward F. McGrady, Assistant United States Secretary of Labor, who had come to Toledo to arbitrate two of the strikes, believed that misunderstandings between employees and employer caused the majority of the labor problems. He proposed that a committee be formed with an equal number of representatives from labor and management. The committee would be called in to arbitrate and try to avert strikes in cases where workers' negotiations with management had failed.

The Grace Smith Cafeteria Strike, 1935

The Toledo Industrial Peace Board first met on July 5, 1935. Eight members appointed from the general public later joined the original five labor and five management representatives. In 1938 the Board took credit for having settled 74 labor disputes involving 12,363 workers during 1938, and 212 disputes involving 35,735 workers since its beginning three years earlier.



The Strike Against Toledo's Dry Cleaner's, 1936

The large layoffs at Willys-Overland in 1929 failed to solve the company's financial problems. In 1925 the firm's $27,000,000 payroll amounted to 41 percent of Toledo's total payroll. In its peak production year, 1928, Willys-Overland built 314,437 cars. By 1932, when John N. Willys, who had retired in 1929 to become United States ambassador to Poland, returned to Toledo, the company was nearly bankrupt. Though Willys-Overland introduced a new model car, and secured a contract to produce half·ton, six-cylinder trucks for the International Harvester Company, John Willys could not avoid bankruptcy. The firm went into federal receivership in February 1933. During the next three years, the company built 70,000 cars.

John N. Willys died on August 26, 1935. In the reorganization that followed, Ward M. Canaday became chairman of the board of the Willys-Overland Motor Company.

A new model car, introduced late in 1936, became a great success. In 1937 the company made and sold 66,000 of the new cars, with net earnings of $473,028, and a payroll of $6,308,400.

While the Willys-Overland Company struggled to survive the Depression years, Toledo's glass companies expanded steadily. The Libbey-Owens Sheet Glass Company announced plans in 1929 for a $4 million building, which would double the capacity of its East Broadway plant. The company built another large addition in 1930, the same year the Libbey-Owens Sheet Glass Company and the Edward Ford Plate Glass Company merged to form the Libbey-Owens-Ford Glass Company. The new company would be the largest manufacturer of sheet glass and one of the largest producers of plate glass in the world. In 1935 the Libbey-Owens-Ford Glass Company purchased the Vitrolite Company of Chicago. The firm expanded its plant again in 1936. By 1939, increased home construction and larger windows in automobiles had nearly doubled the demand for Libbey-Owens-Ford glass.

When William E. Levis became president of the Owens-Illinois Glass Company in 1929, it was already the largest company producing glass bottles. During the next three years Owens-Illinois purchased other bottle making concerns, with plants in Pennsylvania, New York, Indiana, and California. The ending of Prohibition in the spring of 1933 brought large orders for beer bottles, which contributed to the company's growth. However, milk bottles and containers for foods and medicines accounted for 80 percent of its production.

By 1932 the market for fine cut-glass had declined, and the Libbey Glass Company had turned to making inexpensive, machine-blown tumblers. The Purity Dairy Company purchased some of these tumblers, which they then sold as reusable containers packed with their own cottage cheese. The experiment was a great success for both companies. As Libbey Glass expanded its container tumbler output, the company sought the help of Owens-Illinois in marketing the new products. In 1935 the Owens-Illinois Glass Company purchased the Libbey Glass Company for $5 million. The older company continued operations as the Libbey Glass Division of Owens-Illinois.

Throughout the Depression the Owens-Illinois Glass Company and the Corning Glass Works, of Corning, New York, experimented with drawing and spinning glass fibers. They created a new product, called fiber glass, and a new industry. In November 1938 Owens-Illinois announced that it had joined with the Corning Glass Works in forming a new company, to be known as the Owens-Corning-Fiberglas Company. The new company was financed jointly by the two older companies, but it would operate as an independent corporation.

The Great Depression

Harold Boeschenstein resigned as vice-president and general manager of Owens-llinois to become president of Owens-Corning-Fiberglas, with headquarters in the Second National Bank Building. In January 1939, in its first expansion, Owens-Corning-Fiberglas opened sales offices in six additional cities.

Toledo first added to its area in 1853, annexing more than two thousand acres. By the end of the century the city had more than doubled its original 5,440 acres. As the newly platted neighborhoods demanded such city services as water, sewers, and transportation, many more annexations followed. During the 1930s some of the residents of Point Place, then part of Washington Township, asked that their community become part of Toledo. Others opposed annexation. After more than three years of discussion and controversy, city council voted on May 11, 1936, to annex Point Place, effective January 1, 1937. A group of Point Place businessmen called a special election, hoping to block the annexation by voting to incorporate Point Place as a village, but voters rejected incorporation, 819 to 521. Toledo annexed Point Place in January, but the 4,651 residents waited for city services until April 1937, when the court of appeals decided for Toledo and against a Point Place resident who had filed a suit contending that the annexation was illegal. The Ohio Supreme Court upheld that decision in June 1937.

Point Place, 1936

92 As Toledo's area increased, the Toledo Public Library served the new neighborhoods with new branch libraries. The Birmingham Branch opened in September 1925, and the Toledo Heights Branch in 1935, both in new buildings. The West Toledo Branch moved into a new building at Sylvania Avenue and Willys Parkway in 1930. In 1934 the Library purchased the Lagrange Street branch of the bankrupt Ohio Savings Bank and Trust Company. The remodeled building became the Lagrange-Central Branch Library. On September 4, 1940, the Toledo Public Library dedicated its new building on the site of the old Toledo High School on Michigan Street. The $2 million structure, financed in part by the Public Works Administration, featured extensive use of Vitrolite glass, made by the Libbey-Owens-Ford Glass Company. The glass murals surrounding the main court and the children's rooms continue to attract visitors.

The Fassett Street Bridge reopened in December 1938, more than three years after a two hundred-foot section had fallen into the Maumee River on September 30, 1935. A controversy had developed around the question of whether to repair the bridge or abandon it, but reconstruction was finally completed with money and labor from the Works Progress Administration. With Public Works Administration assistance, the city began work on a new $9 million water supply system in 1939. The new system would bring purer and softer water from

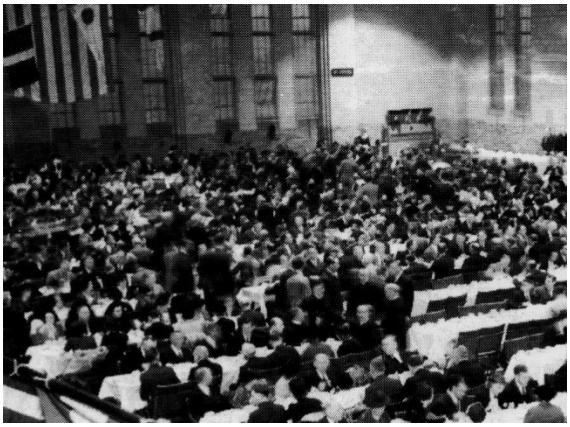
The Toledo Public Library

The Children's Story Room Murals
in the Toledo Public Library

The Toledo Centennial Parade, 1937

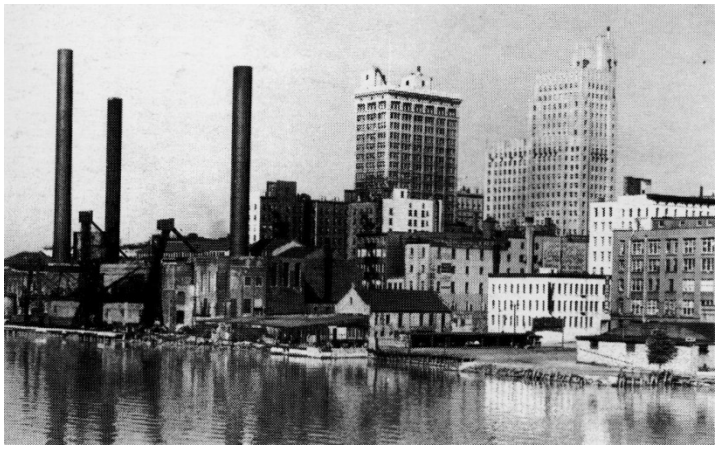
94 Lake Erie to replace the Maumee River water then in use.

In 1937, with the worst days of the Depression over, Toledo celebrated its own one hundredth birthday with a gala festival. The anniversary of Toledo's incorporation as a city fell on January 7, 1937, but the city waited until September for its formal celebration. Thousands of Toledoans attended the opening dinner in the Naval Armory on September 17, 1937, which was followed by ten days of continuous programs, including religious services, parades, street dancing, historical pageantry, song festivals, water carnivals, fireworks, and an air show dedicating the enlarged Municipal Airport. In the greatest civic celebration in the city's history, Toledo commemorated the ending of its first century and the beginning of its second.



The Toledo Centennial Dinner, 1937

9 World War II



Toledo, 1945

While Toledo struggled to recover from the Great Depression, Germany, led by Adolph Hitler, moved toward war in Europe. During 1938 and 1939 Hitler seized Austria, Poland, and Czechoslovakia. In September 1939 France and Great Britain declared war on Germany. In three months during 1940, Denmark, Norway, the Netherlands, Belgium, and France fell, while England fought off a German invasion in the Battle of Britain. In May 1940 British Prime Minister Winston Churchill asked for assistance from the United States. President Franklin D. Roosevelt agreed to provide ships, and eventually, other needed supplies. The United States had started preparing for the European war in the summer of 1939. By the following spring, Toledo became involved in the huge program of national defense already taking shape.

In June 1940 the Toledo Board of Education offered space and facilities in the Macomber Vocational High School and the five other high schools for training mechanics and skilled technical workers for the defense program. Officials believed the training programs would help insure that Toledo plants would receive defense contracts. By August nearly one thousand students, aged eighteen to forty-five, had enrolled in

the ten-week program. The University of Toledo provided facilities for the national engineering defense training program in 1940 and 1941. In 1941 the Willys-Overland Company offered a program to train women to repair automobiles and to drive under emergency conditions.

On October 15, 1940, approximately nine thousand members of the Ohio National Guard were inducted into federal service and sent to Camp Shelby, Mississippi. On October 16, 1940, 34,041 Toledo men between the ages of twenty-one and thirty-five registered for the first peacetime draft in American history. Toledo's quota called for six hundred men for one year's military training. The army set up an induction center in the Western Union building in January 1941. From there the men boarded special trains leaving Union Station each evening for Camp Shelby, Mississippi.

When the United States had entered the First World War in 1917, the Ohio National Guard had been mobilized and formed into the Thirty-Seventh Infantry Division. When the Ohio National Guard was reactivated in 1940, the Thirty-Seventh Division was reorganized as a more modern division for the new demands of warfare. In January and February 1941, 10,200 draftees, all from Ohio, joined the original 9,000 National Guardsmen at Camp Shelby, creating a division of more than 18,000 men, all Ohioans. The Thirty-Seventh became known as the "Buckeye Division."

The Japanese attacked the United States naval base at Pearl Harbor on December 7, 1941. The following day the United States declared war on Japan. On December 11, 1941, Japan's allies, Germany and Italy, declared war on the United States. Those men who had been called in the initial draft had their terms extended, while at home the draft quotas increased. In February 1942 men between twenty and forty-five who had not already registered, signed up for the draft. In April men aged forty-five to sixty-five registered, and in June, those between eighteen and twenty and one-half registered with the Selective Service. By 1945 in Toledo young men could expect to be drafted on their eighteenth birthdays, and married men with children could no longer count on deferments to keep them out of the military.

Early in 1942 the Thirty-Seventh Division went to Indiantown Gap, Pennsylvania, for additional training. In May 1942 the Thirty-Seventh sailed from California to the Fiji Islands, where the men were trained in jungle fighting. In April 1943 the Thirty-Seventh arrived at Guadalcanal. As the division was developed for war, men from every state in the Union joined the Thirty-Seventh. By the time it left the United States, the number of Ohioans in the division had fallen from 100 percent

cent to 65 percent. In the Fijis the number fell to less than half, and by 1944 only 26 percent of the men came from Ohio. Though only a small percentage of Ohio's soldiers served with the Thirty-Seventh, Ohioans continued to dominate the division, and it never lost the title the "Buckeye Division."

Those Toledoans who went into the army in 1940 and early 1941 went to Camp Shelby and the Thirty-Seventh Division. Many were later transferred to other units, but large numbers remained with the Thirty-Seventh throughout the war. Its 148th Infantry Regiment was made up of units from northwestern Ohio, including hundreds of Toledo men. Toledoans followed closely the movements of the Thirty-Seventh Division in the Pacific. Various writers, including soldiers in the division, sent regular reports to the *Blade* and the *Toledo Times*. The *Blade* sent reporter Dick McGeorge to the Pacific with instructions to write about Toledo and northwestern Ohio soldiers. He joined the Thirty-Seventh Division in September 1944.

Two Toledoans with the 37th Division at Guadalcanal 1943

The Thirty-Seventh saw its first action in August 1943 at New Georgia. In November 1945, at Bougainville, it destroyed the Japanese Sixth Division. In January 1945 the Thirty-Seventh landed in the Philippines, and on February 5, *Blade* headlines announced that the First Cavalry and the Thirty-Seventh Division had liberated half of Manila.

Toledo began immediately to prepare for a possible bomb attack. The day after the Japanese attack on Pearl Harbor armed sentries guarded the gates to the Naval Armory at Bay View Park. On December 12 a blackout education program began to prepare school children for blackouts and air raids, but a scheduled air raid siren test was cancelled for the next day, because officials feared it would cause panic and hysteria. On December 15 more than five hundred people registered for duty with the civilian defense. Two hundred more people signed up the following day to serve as air raid wardens, fire wardens, and in numerous other capacities.

Toledo Boy Scouts Posting an Air Raid Shelter Notice

In March 1942 the federal government designated Toledo one of thirty-three strategic inland defense areas. Toledo's factories and transportation facilities made it one of the areas likely to be bombed, and the city's location on the Maumee River at the western end of Lake Erie would enable enemy warplanes to find it, even in a blackout. The East Side was thought to be most vulnerable, with the port, railroad yards, oil refineries, and shipyards. In addition, planes that missed Cleveland or Detroit might drop their bombs on East Toledo. The newspapers published detailed instructions to be cut out and posted in every home so everyone would know what to do if the bombers came. In May 1942 the city began

World War II

testing its air raid sirens. In July Toledoans stayed indoors in the dark as the city added dimouts and blackouts to the air raid drills.

Toledo industries received their first defense contracts in the summer of 1940. The E.W. Bliss Company, parent of the Toledo Machine and Tool Company, announced that a $9.5 million munitions order would necessitate expanding the Toledo plant. At the same time, the Empire Securities Corporation, which controlled Willys-Overland common stock, revealed that an expected $25 million defense contract would mean reopening much of the unused space at the Toledo plant. The Willys-Overland plant was equipped to produce light armored cars, and shells and shell casings. The Champion Spark Plug Company, the Hettrick Manufacturing Company, and the Toledo General Manufacturing Company also accepted defense orders in 1940.

In January 1941 Toledo officials returned from Washington with word that forty-six local industries could expect defense work, and that one-third of them already had contracts. The Willys-Overland contracts by then totaled nearly $20 million. The Doehler Die Casting Company, the National Supply Company, and the Owens-Corning-Fiberglas Company began production for defense early in 1941. Later that spring the Toledo Scale Company, the Champion Spark Plug Company, the Standard Oil Company of Ohio, the Electric Auto-Lite Company, the Pure Oil Company, the Unitcast Corporation, the Spicer Manufacturing Company, the National Supply Company, the Toledo Steel Products Company, and the Etna Machine Company constructed new buildings and hired more workers to keep up with defense contracts.

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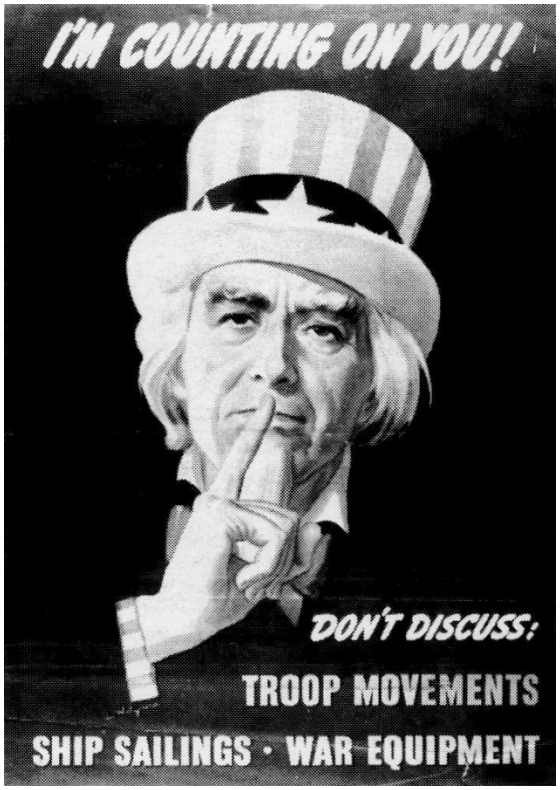
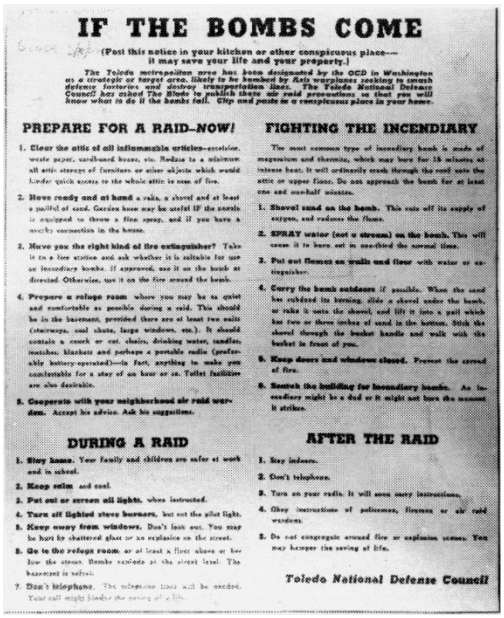
As the factories hired more employees, the number of workers on the federal work relief rolls decreased. In August 1941, 3,999 people in Lucas County were unemployed, about half as many as had been out of work the year before. Fifty-one Toledo factories employed 25,900 workers, the highest number since 1929. After the United States entered the war in December 1941, most of the plants with war orders went to three shifts of workers. Some of the large plants received military orders to operate on a seven-day week and twenty-four hour day schedule. The total of $300 million worth of war orders on January 1, 1942, was quickly doubled and tripled. With no time and no steel for new construction, factories moved into every old and idle plant in Toledo. On February 7, 1941, the defense department ordered the Willys-Overland Company to begin production of fifteen hundred quarter-ton reconnaissance cars for the military. Approximately three years later, *Blade* reporter Dick



A National Defense Poster



IF THE BOMBS COME

(Post this notice in your kitchen or other conspicuous place—it may save your life and your property.)

The Toledo metropolitan area has been designated by the OCD in Washington as a strategic or target area, likely to be bombed by Axis warplanes seeking to smash defense factories and destroy transportation lines. The Toledo National Defense Council has asked The Blade to publish these air raid precautions so that you will know what to do if the bombs fall. Clip and paste in a conspicuous place in your home.

PREPARE FOR A RAID—NOW!

1. Clear the attic of all inflammable articles—excelsior, waste paper, cardboard boxes, etc. Reduce to a minimum all attic storage of furniture or other objects which would hinder quick access to the whole attic in case of fire.
2. Have sandy and at hand a rake, a shovel and at least a pailful of sand. Garden hose may be useful IF the nozzle is equipped to throw a fine spray, and if you have a nearby connection in the house.
3. Have you the right kind of fire extinguisher? Take it to a fire station and ask whether it is suitable for use on incendiary bombs. If approved, use it on the bomb as directed. Otherwise, use it on the fire around the bomb.
4. Prepare a refuge room where you may be as quiet and comfortable as possible during a raid. This should be in the basement, provided there are at least two exits (stairways, coal chute, large windows, etc.). It should contain a couch or cot, chairs, drinking water, candles, matches, blankets and perhaps a portable radio (preferable battery-operated)—in fact, anything to make you comfortable for a stay of an hour or so. Toilet facilities are also desirable.
5. Cooperate with your neighborhood air raid warden. Accept his advice. Ask his suggestions.

DURING A RAID

1. Stay home. Your family and children are safer at work and in school.
2. Keep calm and cool.
3. Put out or screen all lights, when instructed.
4. Turn off lighted stove burners, but not the pilot light.
5. Keep away from windows. Don't look out. You may be hurt by shattered glass or by explosion on the street.
6. Go to the refuge room, or at least a floor above or below the street. Bombs explode at the street level. The basement is safest.
7. Don't telephone. The telephone lines will be needed. Your call might hinder the saving of a life.

FIGHTING THE INCENDIARY

The most common type of incendiary bomb is made of magnesium and thermite, which may burn for 15 minutes at intense heat. It will ordinarily crash through the roof into the attic or upper floor. Do not approach the bomb for at least one and one-half minutes.

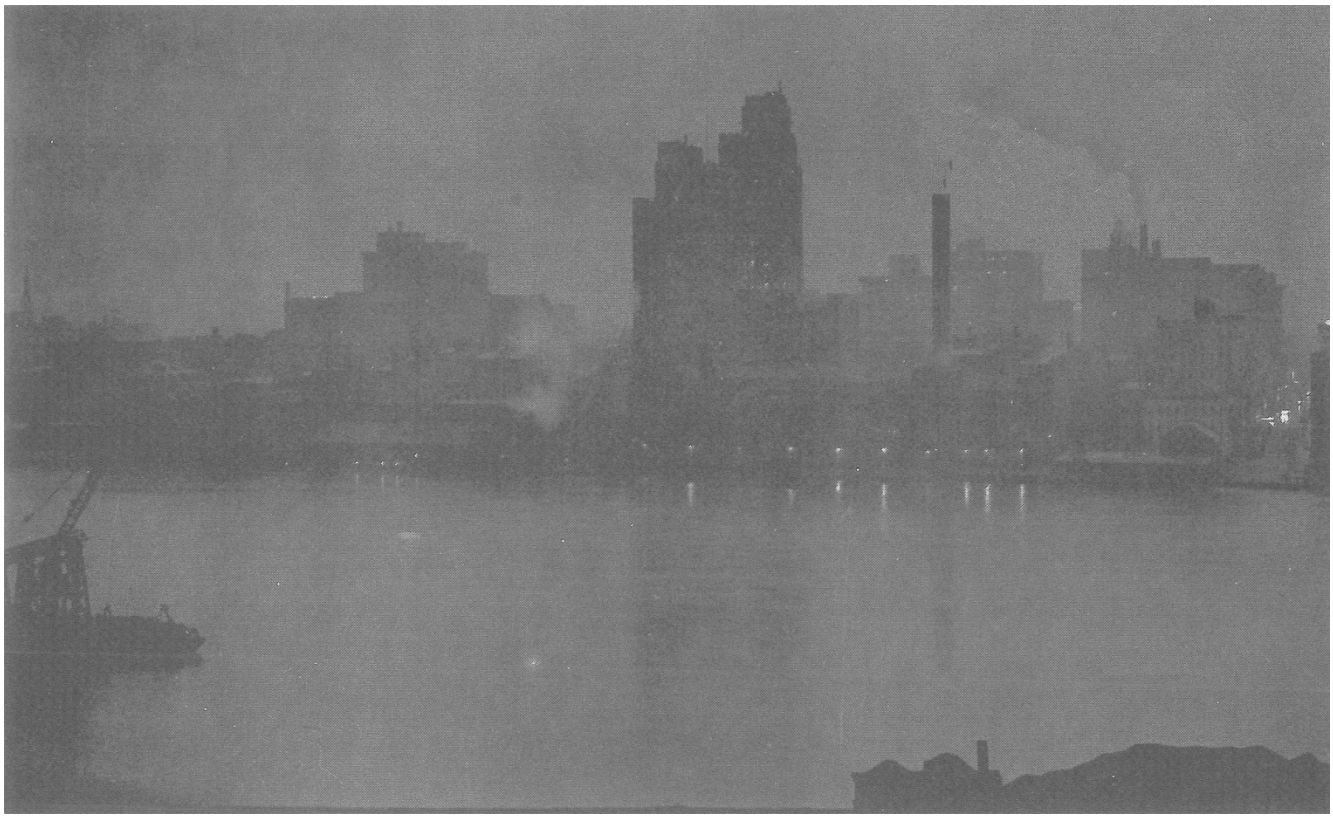
1. Shovel sand on the bomb. This cuts off its supply of oxygen, and reduces the flame.
2. SPRAY water (not a stream) on the bomb. This will cause it to burn out in one-third the normal time.
3. Put out flames on walls and floor with water or extinguisher.
4. Carry the bomb outdoors if possible. When the sand has subdued its burning, slide a shovel under the bomb, or take it into the shovel, and lift it into a pail which has two or three inches of sand in the bottom. Stick the shovel through the bucket handle and walk with the bucket in front of you.
5. Keep doors and windows closed. Prevent the spread of fire.
6. Search the building for incendiary bombs. An incendiary might be a dud or it might not burn the moment it strikes.

AFTER THE RAID

1. Stay indoors.
2. Don't telephone.
3. Turn on your radio. It will soon carry instructions.
4. Obey instructions of policemen, firemen or air raid wardens.
5. Do not congregate around fire or explosion scenes. You may hamper the saving of life.

Toledo National Defense Council

Civilian Defense Instructions, 1942



A Toledo Blackout, 1943

The Toledo Tank Depot, 1943

The Toledo Tank Depot, 1943

World War II

McGeorge, with the Thirty-Seventh Division in the southwest Pacific, eulogized one of the Willys-Overland reconnaissance cars in a story entitled, "Little hero of the Pacific finally gives up." The Willys Jeep, made at Toledo's Willys-Overland plant, had played a vital role in the invasions of Guadalcanal, New Georgia, and Bougainville. When it could no longer be repaired, it had been taken to the motor pool for further use in providing spare parts.

After the First World War, military men, especially cavalrymen, had begun thinking of a vehicle that could replace the horse in military operations. In 1918 the army had used some motorized vehicles, but only horses and mules could move men and equipment where there were no roads. War was hard on the animals, and modern war required a stronger and tougher substitute. Various ideas had been tested throughout the 1920s and 1930s, and by June 1940, the specifications had been determined. The government invited 135 manufacturers to bid on experimental models, but only the American Bantam Company, in Butler, Pennsylvania, and the Willys-Overland Motors submitted proposals. The Ford Motor Company was later asked to join the competition to produce a suitable car.

Champion Spark Plug Company Officials Accepting the Army-Navy "E" for Excellence in Defense Production, 1943

100

Delmar G. Roos, chief engineer for Willys·Overland, had spent most of 1939 working on the engine for the new light-weight "Americar" the company planned to produce in 1940. Willys-Overland designed a car around this engine, and from the experimental vehicles built by each of the three companies, the military officials finally chose the Willys model. At some point in the testing process the Willys-Overland car acquired the name "Jeep." The most accepted theory holds that this is a shortened version of G.P., meaning general purpose. Between 1941 and the spring of 1945 Willys-Overland manufactured more than 300,000 Jeeps in Toledo.

Loading Jeeps at the Willys-Overland Company, 1941

With the growth of the defense industry, many Toledoans found employment for the first time since the start of the Depression in 1929. As the orders increased, the plants expanded, but the men went into the military and left Toledo. For the first time, women began to fill manufacturing jobs. In August 1941, before the United States entered the war, more than three thousand Toledo women already worked in factories producing military supplies. Women also worked as auto mechanics, bus drivers, filling station attendants, and even as freight handlers for the Railway Express Agency. In October 1942 the first nursery opened in Toledo to provide child care for women in war work. Within a year four hundred children were enrolled in nine federally funded day care centers. The huge defense contracts brought money into Toledo, but factory workers with money in their pockets found

few opportunities to spend it. Immediately after the Japanese attack on Pearl Harbor, the federal government began rationing automobile tires. When the nation's automobile manufacturers turned to war production, they stopped building cars. The total supply of 480,000 cars available when the war began, including those in the hands of dealers, was rationed to assure that doctors, nurses, ministers, fireman, and defense workers would have transportation. Only those people on eligibility lists could buy a new car, and then only if Lucas County's monthly quota covered the purchase.

Sugar rationing began in May 1942, followed by coffee in November. Because the ships that had brought coffee to the United States had been converted to war use, Americans were restricted to one cup of coffee a day. In 1943 every man, woman, and child received ration books. The red ration stamps were used to purchase meats, oils, butter, and cheese. The blue ration stamps were used for canned, dried, and frozen fruits, vegetables, juices, and soups.

Fuel oil rationing started in the fall of 1942, and gasoline rationing on December 1, 1943. All rationing was based on complicated formulas, meant to prevent hoarding and to insure that everyone got a fair share of a limited civilian food supply. The government also regulated purchases of shoes and clothing, in particular woolen coats and suits. In March 1942 the War Production Board ordered that no more men's pants be made with cuffs. In April standards for women's clothing specified exactly how much fabric could be used. Skirts, dresses, and coats were to be shorter and tighter.

Every Toledoan participated in the total war effort. In May 1942, in the first of seven War Bond drives, the city pledged nearly $4 million, almost double its quota. Citizens planted Victory Gardens on every vacant lot. With the help of volunteers, Toledo's Boy Scouts collected scrap metal, aluminum, paper, tin cans, cooking fats, and rubber. The Scouts canvassed the city for aluminum kitchenware and rubber girdles. On April 25, 1942, three hundred trucks collected more than four hundred tons of scrap metal, including a large number of bedsprings. The seventeen pounds of cooking fat each Toledo family was expected to contribute would yield glycerine, used in making explosives. The paper was used to pack goods for shipment to the military overseas. Toledo's first city-wide tin can collection in December 1942 brought in almost 300,000 pounds of cans.

Toledo women served as hostesses at the city's United Service Organization centers in the Willard Hotel and at Union Station. During its nearly four years of operation, 517,836 servicemen visited the USO center at the Willard Hotel,

Women Working at the Electric Auto-Lite Company

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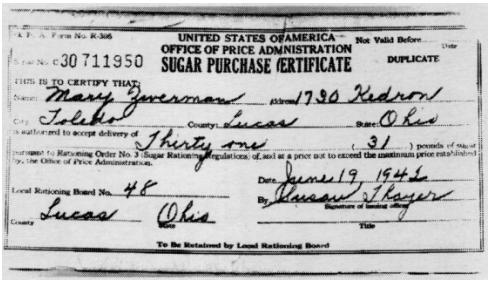
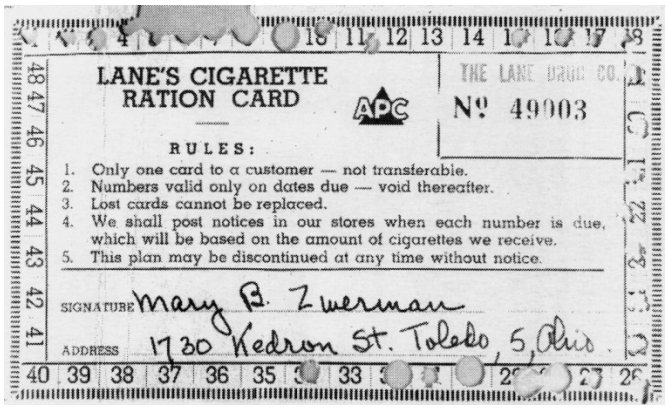

UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION
SUGAR PURCHASE CERTIFICATE
Not Valid Before
DUPLICATE
30 711950
THIS IS TO CERTIFY THAT:
Mary Zuverman
1730 Kedron
Toledo
Lucas
Ohio
is authorized to accept delivery of Thirty one (31) pounds of sugar
pursuant to Rationing Order No. 3 Sugar Rationing Regulations, as amended, at a price not to exceed the maximum price established by the Office of Price Administration.
Local Rationing Board No. 48
Date June 19, 1942
By Susan Thayer
Lucas
Ohio
To Be Retained by Local Rationing Board

A Sugar Ration Certificate



LANE'S CIGARETTE
RATION CARD

APC

THE LANE DRUG CO.

Nº 49003

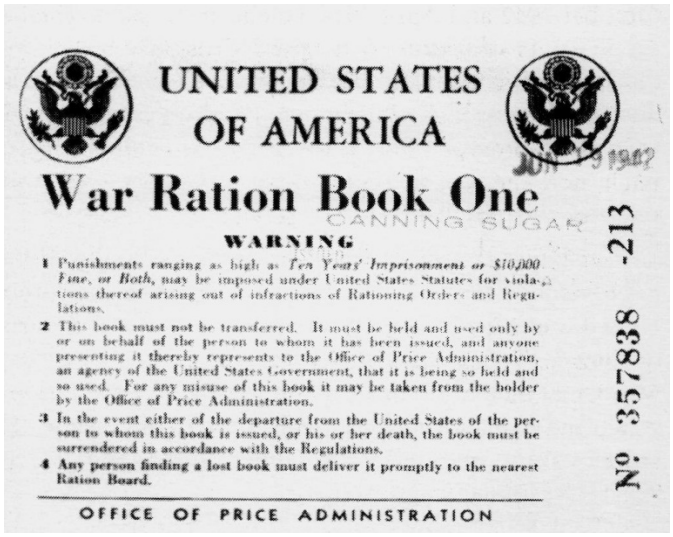
RULES:

1. Only one card to a customer — not transferable.
2. Numbers valid only on dates due — void thereafter.
3. Lost cards cannot be replaced.
4. We shall post notices in our stores when each number is due, which will be based on the amount of cigarettes we receive.
5. This plan may be discontinued at any time without notice.

SIGNATURE Mary B. Zwerman

ADDRESS 1730 Kedron St. Toledo, 5, Ohio

A Cigarette Ration Card



UNITED STATES
OF AMERICA

War Ration Book One

CANNING SUGAR

WARNING

1 Punishments ranging as high as *Ten Years' Imprisonment or $10,000 Fine, or Both*, may be imposed under United States Statutes for violations thereof arising out of infractions of Rationing Orders and Regulations.

2 This book must not be transferred. It must be held and used only by or on behalf of the person to whom it has been issued, and anyone presenting it thereby represents to the Office of Price Administration, an agency of the United States Government, that it is being so held and so used. For any misuse of this book it may be taken from the holder by the Office of Price Administration.

3 In the event either of the departure from the United States of the person to whom this book is issued, or his or her death, the book must be surrendered in accordance with the Regulations.

4 Any person finding a lost book must deliver it promptly to the nearest Ration Board.

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A Ration Book

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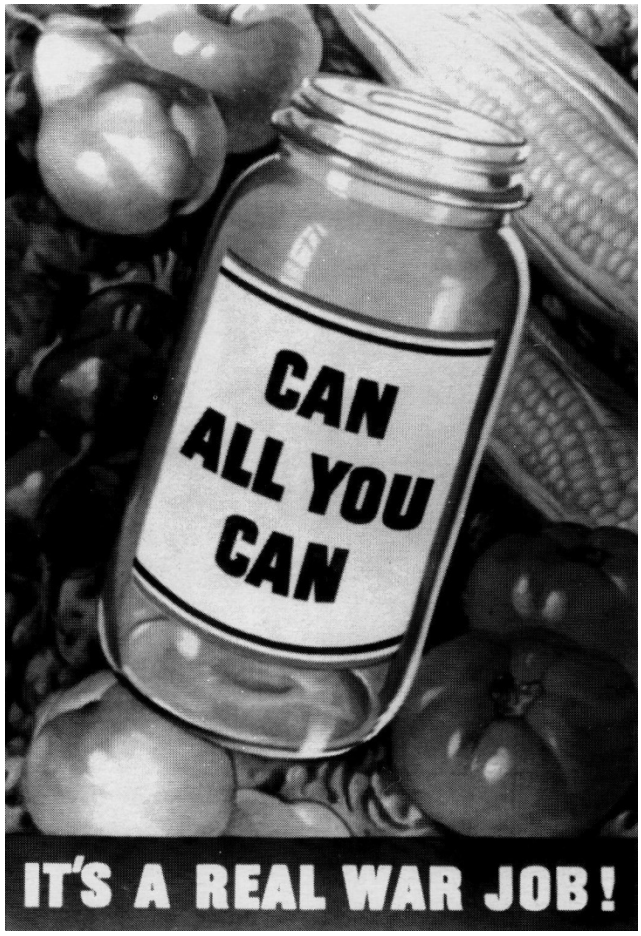
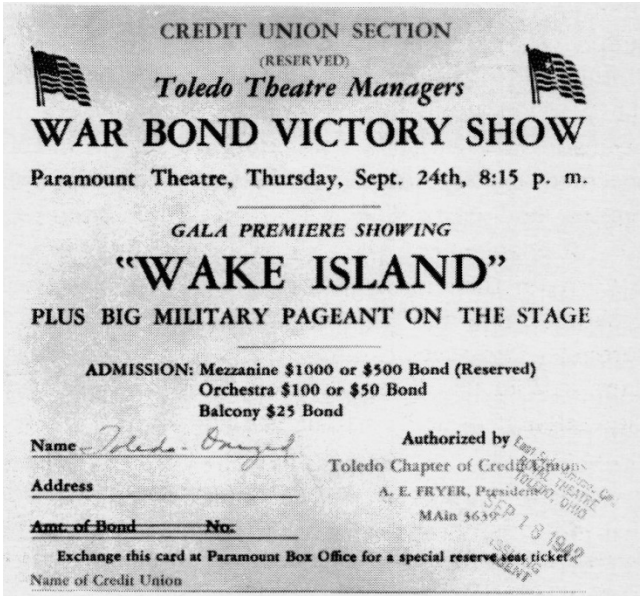


A National Defense Poster



CREDIT UNION SECTION

(RESERVED)

Toledo Theatre Managers

WAR BOND VICTORY SHOW

Paramount Theatre, Thursday, Sept. 24th, 8:15 p. m.

GALA PREMIERE SHOWING

"WAKE ISLAND"

PLUS BIG MILITARY PAGEANT ON THE STAGE

ADMISSION: Mezzanine $1000 or $500 Bond (Reserved)
Orchestra $100 or $50 Bond
Balcony $25 Bond

Name Toledo Bonded

Address

Amt. of Bond No.

Authorized by
Toledo Chapter of Credit Unions
A. E. FRYER, President
MAin 3639

Exchange this card at Paramount Box Office for a special reserve seat ticket.

Name of Credit Union

A War Bond Benefit Program Advertisement

consuming 136,280 cups of coffee, 230,017 sandwiches, and 47,178 hot dogs. The Blue Star Mothers operated a snack bar for servicemen at the Greyhound Bus terminal. Between October 1942 and April 1944 Toledo men and women donated 12,590 pints of blood to the Red Cross. Even Toledo's dogs participated in the war effort when their owners enlisted them in the K-9 Corps. The first group of Dogs for Defense left Toledo on February 19, 1943, for service with the army as sentry, pack, and messenger dogs. Most of the eighty-six northwest Ohio dogs that went into the service returned to their owners after the war, though at least one family pet died in the line of duty.

On May 8, 1945, Germany surrendered, ending the war in Europe. Toledo had begun planning a Victory in Europe, or V-E Day, celebration in the fall of 1944, but the plans were cancelled in March 1945. Officials had asked that the country not stop work to celebrate while the war with Japan continued. When President Truman's official proclamation came the day after Germany's surrender, however, stores and plants were forced to close while the city celebrated. Noisy demonstrations downtown contrasted with prayer and meditation services in most Toledo churches.

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Toledo completed plans on August 10, 1945, for the Victory in Japan, or V-J Day observance. Since August 6, when the United States had dropped an atomic bomb on the Japanese city of Hiroshima, the whole nation had waited anxiously for news of the end of the war. Japan finally stopped fighting on August 11, the day after a second bomb fell on the city of Nagasaki. Toledoans started their festivities at two o'clock on the morning of August 14, when a Tokyo radio broadcast reported that Japan had accepted the terms of surrender. At seven o'clock that evening President Harry S. Truman told the American people that the war was over. The city celebrated nearly all night. The downtown streets were jammed with 100,000 screaming, singing, and dancing men, women, and children. The trolleys and the few automobiles that got past the police barricades were trapped in the crowd. Several people were injured, including a man who fell from the roof of a trolley. Around the city, church bells rang, as other Toledoans celebrated with prayers. The Japanese announced their surrender on August 15, 1945. At ten o'clock that morning more than 100,000 people returned to the downtown for a parade of military units and high school bands. Factories, stores, restaurants, bars, offices, and all public places closed for the day, with many to remain closed the following day, as Toledo rejoiced that the war had ended.

V-J Day in Toledo, August 15, 1945

Lucas County's more than 30,000 servicemen began to

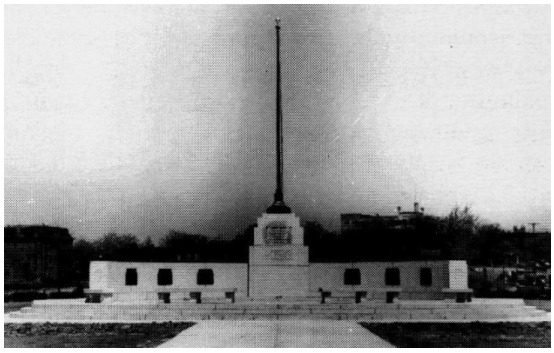
come home within a month of the Japanese surrender. The Navy discharged the first sailors through the Toledo Naval Separation Center at Bay View Park on September 6, 1945. Seven ships brought members of the Thirty-Seventh Division to the United States in December, with the 148th Infantry on the first ship. By January 1946, 16,028 Lucas County men had been discharged from the service.

In June 1946 the Army reported 763 Lucas County people dead or missing, 444 of them killed in action. In all branches of the military, 1,195 Toledoans died in the war. Many families chose to leave the men in their overseas graves, but others brought them home for private funerals and reburial. The first of the bodies of servicemen arrived in Toledo in October 1947. The body of Toledo's only Congressional Medal of Honor winner, Second Lieutenant Robert Craig, came home on December 30, 1948. In Sicily, on July 11, 1943, Second Lieutenant Craig had sacrificed himself to save his platoon. The Medal of Honor was presented to William Craig on June 15, 1944, in recognition of his son's exceptional bravery.

Lieutenant Robert Craig
1919 - 1943

Toledoans began planning a suitable memorial for those who died in military service almost before the war ended. On Memorial Day 1948 the city dedicated the War Memorial on the Civic Center Mall. The bronze tablets bearing the names of Toledo's 1,195 war dead were dedicated in a second service on Armistice Day 1949.

A substantial percentage of the more than 16,000 Lucas County veterans discharged by January 1946 remained in Toledo. Many of the servicemen had married just before they went to war, others brought wives home with them, and still others married soon after they left the service. The war brides often lived with their parents or their husbands' parents while the servicemen were away, but when the men returned, they wanted their own homes. The newly married couples also wanted homes and families. By October 1945 the demand for housing far exceeded the vacant dwellings available.



The Civic Center War Memorial, 1948

The housing problems had begun early in the war. In July 1941 the federal government had designated Toledo a defense housing center, but the city had exhausted its quota of building materials by May 1942. For two years Toledo had built no new houses. War industry workers who moved into Toledo experienced difficulty in finding adequate housing. The many blacks from the South found the situation especially severe. In 1944 the War Housing Center in Toledo accepted 452 applications for homes, 292 of them from black families. Landlords had registered thirty houses with the center, nearly all substandard and only two of them for blacks. By the end of the year real estate experts warned of a shortage of housing.

Civilians had savings. Returning veterans would have $2000 loans, guaranteed by the GI Bill, and everyone would want to buy a home.

The National Housing Authority approved building permits for several hundred houses in Toledo in 1945, but when the servicemen began to return in the fall, the need for housing became desperate. The city applied in December 1945 for three hundred temporary housing units. In January 1946, estimating that three thousand veterans needed homes for their families, the city asked for more units. Toledo learned in February 1946 that the government had allocated 283 units to be erected at five sites in the city. By that time 11,280 Toledoans had been discharged from the service, 1308 of them members of racial minorities.

The Toledo Metropolitan Housing Authority managed the veterans' housing for the federal government. The units were to house veterans or servicemen and their families, with at least 10 percent of the housing reserved for minority families. The seventy-two barracks, which originally housed soldiers at Camp Davis, North Carolina, were to be rebuilt, then converted to three-apartment units. The first project opened in August 1946 on the grounds of Waite High School. By September work had begun on similar projects on Woodsdale Avenue and at Bay View Park. The first tenants moved into the Waite project in time for Thanksgiving. Projects at Scott Park and on Hillcrest Avenue near Willys Park and Woodlawn Cemetery followed. The Housing Authority finally closed and removed the temporary barracks in 1953 and 1954. In addition to the temporary housing, the government assisted in providing low-cost prefabricated houses which were placed at various locations around the city.

The Veterans' Housing at Scott Park, 1947

Besides the thousands of veterans seeking homes, large numbers of non-veterans needed housing just as desperately. Difficulty in getting building materials often held up new construction, and landlords evicted their tenants when they were able to sell houses they had previously rented. In 1946 Toledoans built 1,178 houses, many of them in the Monroe Street and Central Avenue area, and near Walbridge Park. In 1947 a record 2,422 houses were built, but the demand for homes continued to exceed the supply.

One Toledo veteran received his new home as a gift from the citizens of Toledo. A newspaper story about Carl Winzeler, Toledo's most seriously wounded veteran, and his efforts to go on with his life, led to the spontaneous donation of thousands of dollars to the "Home for a Hero" fund. In a little more than two months in the fall of 1945 citizens pledged over $20,000 for the "house that thanks built." Winzeler, who

had lost both legs and his right hand in the war, moved into the house with his wife and two young children in October 1946.

Toledo's concern about reconversion of the city's industries from war production to peacetime operation heightened in May 1945 when the war ended in Europe. Willys-Overland expected its military Jeep orders to continue for some time after the war, but some companies had already resumed at least a portion of their regular production. The Toledo Scale Company since 1944 had filled 40 percent of its usual orders of scales for retail food stores in addition to its military orders. The National Supply Company had already reverted to its normal operation. Doehler-Jarvis, DeVilbiss, Chevrolet, and Champion expected no post-war problems. Returning servicemen were assured of jobs. Employers planned to hire the veterans to replace temporary workers they expected would be leaving anyway. One thousand prisoners of war and several hundred foreign workers would be removed from their factory jobs, while housewives and others who had responded to the war emergency would return to their homes.

The Peacetime Jeep

Within days of the Japanese surrender, the government cancelled war contracts at Toledo plants. The Ohio Bureau of Employment Services prepared for as many as fifty to sixty thousand unemployment claims during the next six months. The American Propeller Corporation alone planned to lay off 1,340 people. At the end of August, though the United States Employment Service estimated that as many as thirty to forty-five thousand Toledoans were unemployed, officials remained optimistic that by Christmas employment would exceed its highest wartime level.

In August 1946, one year after the end of the war, more than six hundred plants in Toledo employed five or more people. By 1947 total employment in the Toledo area had reached 165,000 to 175,000, though some workers were counted twice because they held two jobs. Nearly 70,000 people worked in manufacturing in Lucas County, turning out a diversity of products, including several new ones developed in Toledo after the war.

A Farm Demonstration of the Peacetime Jeep, 1945

One of the new products was the peacetime Jeep. Willys-Overland Motors added improved shock absorbers and springs, cushioned seats, front and rear tops, and an optional heater to the original Jeep. With its four-wheel drive, never before available to civilians in a small, lightweight vehicle, the Jeep was especially attractive to farmers. In 1947 Willys-Overland built 119,723 of the peacetime Jeeps. In 1949, with 7,500 employees, Willys-Overland remained Toledo's largest single employer.

During the war organized labor had agreed to a no-strike pledge to ensure that national defense would not be jeopardized by work stoppages. With the ending of the war, the unions announced an immediate return to collective bargaining. In Toledo the United Auto Workers adopted a program of wages, hours, and other demands. During the war, finding its duties taken over by the War Labor Board, the Toledo Industrial Peace Board, had become inactive. In the spring of 1945, as the end of the war approached, Toledoans became concerned about the growing number of strikes and the possible results of lifting the wartime restrictions on wage and price increases. City Council authorized the mayor to appoint six representatives each from labor, management, and the public, to form a committee to work toward solving potential labor problems. The Labor-Management-Citizens Committee, actually a continuation of the old Toledo Industrial Peace Board, met for the first time early in 1946.

In one of its first cases, the Labor-Management-Citizens Committee prevented a strike of Community Traction Company employees. In June 1946 city employees threatened to strike, and again the Committee resolved the problems. Between June 15, 1946, and the end of the year, the Committee handled forty-three cases, settling nine of sixteen strikes, and averting twenty more strikes. In 1944 Toledo had ranked fourth nationally in days lost due to strikes, but by 1947 the city had dropped to twenty-ninth place, largely through the efforts of the Labor-Management-Citizens Committee.

Between 1940 and 1950 Toledo’s non-white population increased from 14,760 to 25,350. Many of these people were blacks who had come from the South to work in the city's factories. By 1943 civic leaders recognized the need for an agency to coordinate efforts to promote good will among the different groups of people. The Citizens Conference on Race Realtions studied interracial needs and made recommendations.

In 1944 the Mayor’s Advisory Committee continued the studies, revealing the critical shortage of housing, the lack of recreational facilities, and absence of employment opportunities for black Toledoans. The committee realized that, unless there was some progress in equalizing opportunities, serious tensions could result. In addition, during the wartime emergency, many minorities had experienced some equality in training, employment, and civil rights. They were not likely to give up these gains willingly at the end of the war.

In July 1946 City Council established a permanent agency to develop a program for solving problems resulting from conflicts among differing races and cultures. The Board of Community Relations, to be composed of not less than fifteen nor more than twenty-five appointed members, represented

minority groups, industry, labor, churches, and public and private community agencies and organizations.

In 1943 at the request of the city auditor, the city finance director, and the mayor, the city law department prepared legislation to enact a one percent city payroll income tax. The plan, intended to pay off the city's debt and collect operating funds, was revived in 1945. City Council approved the payroll income tax in January 1946, with collection to begin on March 1, 1946. At least two of Toledo's labor organizations, particularly the Congress of Industrial Organizations (CIO), opposed the tax, which would include all salaries, wages, commissions, or compensation earned by Toledo residents or non-residents who worked in the city, as well as the net profits of businesses and professions. The Political Action Committee of the CIO circulated petitions for a referendum to allow voters to decide whether they wanted the tax. On April 11, 1946, the people of Toledo voted 37,985 to 32,682 in favor of the one percent payroll income tax. Collections for the first quarter, which ended late in May 1946, totaled almost one half million dollars.

The Republican party retained its control of city council through the war years. In 1945 the Democrats elected four councilmen, and two years later gained a five to four majority for the first time under the city manager government. The Democratic council, headed by a Democratic mayor and vice-mayor, immediately called for the resignation of the city manager, replacing him with a Democrat. Despite the non-partisan city charter, party politics dominated the city government. In 1945 and again in 1946 proposed charter amendments went before the voters in unsuccessful attempts to change the proportional election of city council. Finally in 1949 Toledoans repealed proportional representation in favor of a nine-member council elected at large, with a primary to bring the total number of candidates to eighteen. Two-thirds of the voters approved the change from the slow and complicated proportional method of choosing councilmen.

The Toledo Tomorrow Model, 1945

Toledo's outlook in the postwar years was optimistic. The Labor-Management-Citizens Committee, the Board of Community Realtions, the payroll income tax, and the strong industrial growth, all seemed to promise a great future for the city. In addition, Toledo looked forward to a new airport, and at last, a new Union Station. The city's population, which had fallen during the Great Depression, from 290,718 in 1930, to 282,349 in 1940, had begun to rise again, reaching 303,616 by 1950. Inspired by the possibilities for Toledo's future, *The Blade* hired artist and designer Norman Bel Geddes and a staff of experts to design a model of the modern city Toledo could

The Last Toledo Streetcar, 1949

become if future development followed a master plan. Thousands of Toledoans visited the giant model, called "Toledo Tomorrow," while it was exhibited at the Toledo Zoo from July 4 to October 12, 1945.

A part of Toledo's past disappeared with the decade, when the last streetcar made its final run on the Long Belt Line. Loaded with dignitaries and followed by two new buses, "Old 838" traveled along Monroe Street and to the Central Avenue car barn for the last time on December 31, 1949. The Community Traction Company had begun substituting buses for streetcars in 1923. The Nebraska Avenue line was one of the last three to change to buses, on November 16, 1947, and the last Cherry Street trolley ran on June 30, 1948. The traction company removed the trolley wires, and the city paved over the tracks, removing all evidence of one of the determining forces in Toledo's development. In a city of automobiles, no longer could streetcar tracks determine the direction of future growth.

10 Revitalization

Toledo, 1977

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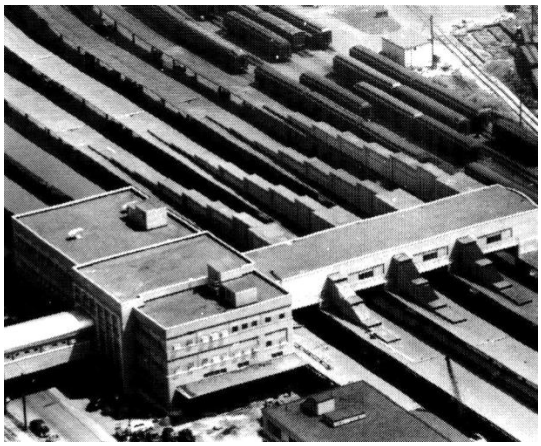
The postwar years brought significant changes to Toledo. The Chamber of Commerce outlined among its main objectives, a new Union Station, a new airport, an express highway system, downtown redevelopment, and a solution to the downtown traffic and parking problem. All but one of these involved transportation, an issue that dominated the late 1940s, as well as the next two decades.

The first major accomplishment, a new train station, culminated more than twenty years of effort. On September 22, 1950, during a week-long celebration, Toledo dedicated its new $5 million Union Station. The old Union Station, opened in 1886, had become a dilapidated embarrassment to the city. When the station caught fire in 1930, a cheering crowd gathered, fully expecting that the New York Central Railroad would have to build a new station. Instead, the railroad repaired the old building, which remained in use for another twenty years. Toledoans regarded the completion of the new station as a symbol of a brighter era for the city.

Automobile and truck traffic became a problem as

motor vehicle registration increased dramatically in the postwar years. In 1930, 88,952 passenger cars were registered in Lucas County. By 1940 that figure had grown to 94,865. Passenger car registration declined during the war, to 92,668 in 1945, but in the next five years nearly 38,000 more cars were registered, bringing the total to 130,633 in 1950. By 1955, 156,577 automobiles were registered in Lucas County, an increase of almost 26,000 cars in five years.

Toledo's narrow streets, laid out for horse-drawn vehicles, could not accommodate the traffic, and intersections presented special problems. The city had begun building overpasses and underpasses at dangerous railroad crossings in the 1920s, and over the years Toledo widened some of its major streets. City traffic engineers created traffic channels in the most complicated intersections, beginning with the Cherry Street, Collingwood Boulevard, and Manhattan Boulevard intersection in 1949. Curved lanes, safety islands, and divider strips were designed to move cars smoothly through the tangle of streets. The "Five-Points," where Sylvania, Lewis, Martha, and Phillips Avenues meet, was channelized in 1953, and the Detroit Avenue and Monroe Street intersection in 1956.



Union Station, 1950

Byrne Road became the first four-lane divided highway in Lucas County when it reopened in 1956 after more than three years of construction. More than six thousand vehicles had used the old two-lane road each day, crossing the ten New York Central Railroad tracks at one of the most dangerous crossings in the area. A $786,380 overpass carried the new highway over the tracks.

The Jefferson Avenue Extension opened in 1957 after more than thirty years of planning. City officials developed plans in 1926, extending Jefferson Avenue to Monroe Street. In 1949 the Toledo Museum of Art opposed the city's revised plan, which routed Jefferson Avenue through the park across Monroe Street from the museum. Negotiations with the museum and with neighborhood residents resulted in a compromise in 1953. In 1957, after twenty-seven years of negotiation, the city bought a key property at 1861 Collingwood Boulevard, allowing work to begin. The two-block extension opened later that year.

Toledo Traffic

Moving the traffic more smoothly into the downtown solved only part of the problem. By 1929 Toledo already recognized a parking problem. In 1950 the Plan Commission, determined that more than 60,000 vehicles entered the downtown during an eight-hour day, nearly half of them needing parking space. Four cars competed for every available place to park.

Toledo passed an off-street parking ordinance in 1951,

Revitalization

requiring new businesses with more than four thousand square feet of space to provide parking. Downtown property owners began demolishing old buildings to clear space for new parking lots. The Trianon Ballroom on Madison Avenue and the Navarre Hotel fell in 1954, the Commerce National Bank Building, Memorial Hall, the Pennsylvania Railroad freight house, the former Woolson Spice Company office building at Jackson and Huron Streets, and a 115-year-old house at 624 Huron Street in 1955, and the Schmidt Building at Michigan and Adams Streets in 1956. The former Green Mill night club on Superior Street was razed in 1958, and the Daiber Building in 1959.

During a few months in 1955 six new parking facilities opened. A three-level parking garage opened at Jefferson Avenue and Ontario Street in 1954, and in 1955 a four-level garage at Jackson and Huron Streets utilized a new design and new construction techniques. The slanted floors served as ramps, eliminating the need for steep access ramps. The city's first municipally-operated, long-term parking lot opened in 1956 on the site of the old Health Building at Washington and Ontario Streets.

The Parking Lot at Washington & Monroe Streets, 1956

Another part of the traffic problem involved travelers passing through Toledo on state and federal highways. These vehicles contributed to the congestion on city streets, which in turn caused delays for their drivers. Toledo began to plan an expressway system in 1945, giving priority to a north-south route to replace Route 25. In 1940 twelve thousand vehicles a day traveled the Detroit-Toledo highway, making it the second heaviest traveled road between cities in America.

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I-280 Construction in North Toledo, 1958

In 1949 city officials finally resolved their differences over the exact route of the expressway, and voters approved the 2 city's share of the cost of a new bridge across the Maumee River. Federal and state funding would pay 75 percent of the cost of the new North Toledo bridge to replace the ancient Ash-Consaul Bridge. The engineers decided that the new bridge, an important link in the expressway to Detroit, would be a drawbridge rather than a high-level bridge. They based their decision on the forty times the Ash·Consaul Bridge was opened for foreign ships in 1950. In 1956, the year before the completion of the new bridge, the Ash-Consaul opened for 228 foreign ships. In addition, by that time work had begun on the St. Lawrence Seaway, which would further increase shipping on the Maumee River.

Construction of the Summit Street approaches to the North Toledo bridge alone required relocating 304 families and 26 businesses. During 1952 fifty houses in the path of the expressway were moved to other sites, while many more were

razed. The first segment of the expressway opened near Woodville Road on December 9, 1954. On January 8, 1957, Toledo dedicated the $14 million bridge in honor of Lieutenant Robert Craig, the Congressional Medal of Honor winner who had died in Sicily in 1943. The entire fifty-four miles of the $65 million Detroit-Toledo Expressway was dedicated on May 22, 1959.

In 1949 Governor Lausche created the Ohio Turnpike Commission to supervise construction of a toll superhighway to cross northern Ohio and connect with the Pennsylvania Turnpike. In 1950 the commission approved a turnpike route running between Perrysburg and Toledo, crossing the river on a new bridge just north of Maumee. The Maumee Valley Improvement Association formed to fight the proposed route, arguing that it would cut off Maumee from Toledo, reduce tax revenue, and limit prospects for residential expansion for both cities. The commission compromised with a proposal to build the road fifteen feet below grade through Maumee. In 1952 residents of Maumee filed two suits to block construction of the turnpike, challenging not only the route, but the validity and constitutionality of the Turnpike Act. Both suits were dismissed later that year. In July 1952 the Ohio Turnpike Commission exchanged revenue bonds for $319,882,972.00 to pay for construction of the 241-mile highway. The first contracts were awarded the following month. A section of the road near the Pennsylvania border opened on December 1, 1954, followed by the rest of the turnpike on October 1, 1955.

As early as 1945 the Chamber of Commerce had included providing a better airport among its goals for the postwar period. In 1951 voters approved a 50-50 plan to share costs with the federal government, but cuts in the federal airport program forced Toledo to abandon the project. On October 29, 1952, Mayor Lloyd Roulet revealed that an eleven hundred-acre tract in Monclova Township had been acquired by six Toledo industries as a site for an airport. The industries involved would sell the parcel, in a wooded, sparsely populated area, to the city at their own cost of acquisition. City council voted in March 1953 to buy the site.

In a special election on May 19, 1953, voters authorized city council to spend up to $3.5 million to build the airport. President Eisenhower sent congratulations to the people of Toledo for their "striking example of local initiative and enterprise" in assuming the total cost of the airport. The National Municipal League named Toledo a runner-up for an All-American City award in 1954 for the airport financing. The city had won the award in 1951 for enacting the city payroll income tax.

Toledo dedicated the new airport on October 31, 1954, with an air show featuring numerous kinds of aircraft, from a 1910 Curtis to the United States Air Force Thunderbird jets. The thirty-five thousand visitors who braved the cold and snowy day were rewarded when the sun broke through the clouds just as the Thunderbirds began their precision performance. Bad weather on January 5, 1955, cancelled all flights on the airport's opening day.

The Dedication of Toledo Express Airport, 1954

Possibly the most obvious change in Toledo during the 1950s did not appear on the Chamber of Commerce list of goals. The forestry division estimated that in 1950 there were 30,000 elm trees on city property alone. Between 1951 and 1959, foresters removed 7,187 of those trees because of infection by Dutch elm disease. In 1959 seven gigantic elms had to be removed from the Courthouse Park. By 1962 more than 23,000 elm trees had died. All attempts to save the trees failed, and distraught Toledoans could only watch as the trees were cut down.

The Korean War became a reality to Toledoans in July 1950, when the Toledo Induction Center opened at 224 Superior Street. The first physical examinations were given there on July 23 for Toledo's quota for the first draft. Actual inductions began on September 1. By that time reserve units were already fighting in Korea. During 1951, 7,822 men from northwestern Ohio joined the service, about 4,000 of whom were drafted. By the end of the year forty-two men from Lucas County had been killed in battle and six had died from wounds. The release of the names of prisoners of war revealed that fifteen Toledoans were held in the North Korean prison camps.

The Stumps of Dead Elm Trees, 1960

The Thirty-Seventh Division, Ohio National Guard, including the 148th Infantry Regiment and the 140th Field Artillery Battalion in Toledo, was called to active duty in January 1952. Mayor Czelusta proclaimed the week of January 8 through January 15 Thirty-Seventh Division Week in Toledo. Though the war was stalemated in 1952 while efforts to arrange a truce continued, 150 northwest Ohioans died in battle, 10 died from wounds, and more were captured. By the time the Korean War ended in July 1953, 253 servicemen from Toledo and Lucas County had died.

Toledo's industries played a vital role in the war, as they had in World War II. The Dana Corporation produced transmissions for Willys-Overland, as well as for army trucks made in other plants. Doehler-Jarvis, Champion Spark Plug, Electric Auto·Lite, Toledo Scale, Ransom and Randolph, Surface Combustion, and the Libbey-Owens-Ford Glass Company received defense contracts in 1951. Willys-Overland's

contracts alone totaled more than $100 million. In 1952 the order for military Jeeps came to almost $200 million. However, cuts in defense spending that year slowed the delivery schedule.

The War in Korea and the Cold War with the Soviet Union brought a renewed fear of bomber attacks. In 1952 Toledo organized an air defense system with plane spotters on duty twenty-four hours, seven days a week. Veterans' organizations took over Operation Skywatch when the volunteer system failed. In 1955 Toledo officials met with state officials to develop a civil defense program, including evacuation plans. Printed material had already begun to be sent to the citizens advising them of procedures in case of attack.

While Toledoans worried about the Bomb and the Cold War, another fear was eliminated in 1955 with the development of the Salk polio vaccine. The earliest record of polio cases shows one death in Lucas County in 1915. The following year it became an epidemic, with one hundred cases and twenty-four deaths in the county. The disease remained a threat with a few cases some years, and no cases at all in other years, until 1944, when it again became an epidemic with 125 cases and 9 deaths. The number of cases fell sharply in the next three years, only to rise again in 1948 to a "worst ever" record of 128 in Toledo. Including patients from the surrounding area, Toledo hospitals treated 286 polio victims that year. The average age of the patient was 11.6 years, and by the end of October twenty-two had died.

Children Receiving Salk Polio Vaccine, 1958

At that time the only treatment for polio consisted of the Sister Kenney method of application of hot packs to prevent paralysis. The epidemic continued, though slightly abated, until 1953, when the number of victims soared again, to a total of 262, 120 of them Toledoans. Eighteen people died that year. In 1953 doctors began a new treatment using gamma globulin serum, which modified the symptoms if given before the onset of the disease. In April 1955 researchers announced that the Salk vaccine worked. On April 25 first and second grade children from Birmingham school were the first to be bussed to the Health Center to begin the biggest mass inoculation program in Toledo history. By the end of the year 11,359 children had received two free polio shots. In 1959, for the first time, Toledo reported not a single case of polio. The introduction of the Sabin oral vaccine in 1962 brought another mass inoculation of adults and children.

The Toledo Health Department moved into its new million-dollar Health Center at Erie and Orange Streets in the fall of 1953. The building was dedicated on June 11, 1954. Toledo fluoridated its city water supply in 1956 amidst considerable controversy. The issue had been introduced in

1947, and reintroduced in 1951 and 1953. Finally in 1954 the Toledo Dental Society turned to the Junior Chamber of Commerce to campaign for public acceptance and for a city council vote on the issue. Fluoridation began January 1, 1956.

Political parties continued to play a large role in Toledo government, despite the non-partisan city charter. Voters defeated attempts initiated in 1957 and again in 1959 by the Lucas County Democratic party to eliminate the city manager in favor of a strong mayor form of government. Attempts had already failed in 1935, 1937, and 1946. In 1957 the voters chose city manager government more than two to one over the strong mayor plan proposed by the Democrats. In 1959, with a controversial city manager, the City Manager League won by only 8,337 votes of the 90,915 cast on the issue. In 1958 Toledo voters helped elect former mayor Michael V. DiSalle governor of Ohio.

Toledo's ethnic population grew during the 1950s as refugees from communist Eastern Europe joined relatives in Toledo. On November 27, 1956, the first refugee family arrived from Hungary. The Franz Bernaith family told of starvation and the slaughter of children in the aftermath of the Hungarian Revolution. Louis and Pearl Merenyi, who arrived in Toledo two days later, crawled and cut through barbed wire to reach the Austrian border and safety. On December 1, 1956, President Eisenhower announced that the United States would increase the Hungarian immigration quota to admit four times as many refugees. In all, Toledo welcomed about three hundred Hungarian refugees in 1956 and 1957.

Toledo's black population expanded during the decade, from 25,026 in 1950, to 40,015 in 1960. In 1954 the city’s black leaders hailed the United States Supreme Court decision against segregation in public schools, adding that it would also affect areas other than education. Prominent Toledoan Ella P. Stewart called it the most important civil rights action since the Emancipation Proclamation.

Between 1950 and 1960 Toledo’s population grew by more than 14,000 people, increasing from 303,616 to 318,003. Housing, already in short supply, could not meet the needs of the new residents. Rental units were desperately needed. Kenwood Gardens, with 72 buildings containing 504 "garden apartments," the first large apartment complex in Toledo, opened in 1950. Hampshire Heights, with 392 apartments, opened at about the same time, followed by Larchmont Gardens, with 504 units, in 1952. All three projects were financed through the Federal Housing Administration.

The Toledo Public Schools, in an effort to cope with the growing numbers of elementary students, built new

Schools, additions on existing schools, and prefabricated temporary classrooms. School officials predicted that the next crisis would come in 1960 when the children of the postwar "baby boom" reached high school age. That year the board of education purchased land for a new high school in West Toledo and began construction of a new high school in South Toledo. Both the E.L. Bowsher High School on South Detroit Avenue and the Roy C. Start High School in West Toledo opened in 1962. The Toledo Catholic Diocese opened three new high school buildings during the 1950s. St. Francis de Sales High School for boys opened in 1955, McAuley High School for girls in 1958, and St. Ursula Academy for girls in 1959. Cardinal Stritch, a co-educational high school in Oregon, opened in 1961, and St. John's High School for boys in southwest Toledo in 1965. Adams Township completed its new Rogers High School in 1956, and Washington Township dedicated a new Whitmer High School in 1960.

In November 1958 WGTE-TV, channel 30, went on the air in Toledo. Located at the University of Toledo, the station was licensed to the Greater Toledo Educational Television Foundation. Earlier that year the Community Broadcasting Company had been awarded a license for channel 11, Toledo's second television station. The Storer Broadcasting's WSPD channel 13 had introduced television to Toledo on July 21, 1948.

As the distances from the residential areas and the growing traffic and parking problems discouraged people from going downtown to shop, shopping centers developed around the outside of the city. Toledo's first shopping center had opened at the Colony in 1941. Parkway Plaza and Miracle Mile opened in 1955, and Kenwood Shopping Center and DeVeaux Village in 1956. Also in 1956 the old Swayne Field baseball stadium was demolished to build the Swayne Field Shopping Center, which opened in 1957. The Great Eastern and Westgate Shopping Centers also opened in 1957, followed by the $10 million Southland Shopping Center in 1962.

The Downtown Pedestrian Malls, 1959

In an attempt to rejuvenate downtown Toledo and attract shoppers away from the shopping centers, the city experimented with pedestrian malls in 1959 and again in 1960. The first year two blocks on Adams Street and two blocks on Madison Avenue were barricaded and turned into parks, with trees, flowers, statues, benches, and zoo animals. The second year only Adams Street became a mall. Both years the malls went in during the summer and were removed before the Christmas shopping season. Though the experiment attracted widespread interest, with stories in national news magazines and at least thirty delegations of visitors from cities in the United

States and Canada, it failed to provide a complete solution to the growing downtown problem.

In a decade marked by business mergers and expansions, the sale of the Willys-Overland Motors, Incorporated, to the Kaiser-Erazer Corporation in 1953 overshadowed all other news. On April 24, after seventeen years without a dividend, stockholders voted to accept the $62 million offer. The company became the Willys Motors Corporation. In 1952 Willys-Overland was still the city's largest employer. The popularity of the new "Aero" passenger car continued to grow and the firm had introduced a new version of the military Jeep. Sales hit a record high of $300 million in 1952, an increase of $100 million over 1951. In 1955 Willys Motors discontinued the manufacture of passenger cars in favor of utility vehicles.

Early in 1951 the American Ship Building Company laid the keel for the $5 million, 647-foot lake freighter, the *Edward B. Greene*. It was the first bulk freighter to be constructed in Toledo since 1930. In 1958 the company launched the $8 million, 710-foot *John Sherwin* the largest ship ever built in Toledo.

The Libbey-Owens·Ford Glass Company expanded in 1950, then began a program of expansion in 1952 that would keep the plant under construction throughout the decade. Its new twin grinding unit, the first of its kind in the world, went into operation in 1953 at a cost of $20 million. Work began in 1958 on the company's fifteen-story office building in downtown Toledo. In 1951 the original copies of the United States Constitution and the Declaration of Independence were sealed in "Thermopane" glass made at the Libbey-Owens-Ford plant in Toledo. The Bill of Rights was sealed the following year.

The Libbey-Owens-Ford Company Headquarters

The Owens-Illinois Glass Company completed its technical center on Westwood Avenue in 1955, the same year the lighted O-I signs went up on the downtown headquarters, formerly the Ohio Savings Bank and Trust Building. The Owens-Corning-Fiberglas Corporation made its first public offering of stock in 1952. The Continental Aviation and Engineering Corporation produced its first jet engine at its plant on Laskey Road. The Doehler-]arvis Corporation merged with the National Lead Company and Libbey-Owens·Ford sold its Plaskon Division to the Allied Chemical and Dye Corporation in 1953. In 1954 the Textileather Corporation was sold to the General Tire and Rubber Company. In 1955 the City Auto Stamping Company bought the Globe-Wernicke Company of Norwood, Ohio. In 1957 two of Toledo's oldest industries, the Haughton Elevator Company and the Toledo Scale Company, merged. In addition, innumerable other firms spent millions of dollars on expansions in Toledo during the 1950s. The city

became involved in the industrial growth in 1957, with the purchase of ninety acres of land at the intersection of Manhattan Boulevard and the Detroit-Toledo Expressway for eventual development as Toledo's first industrial park.

Toledo took a more active role in development of the port with the organization of the Toledo-Lucas County Port Authority in 1955. Though the city had had an advisory commission since 1922, the railroads had been largely responsible for the port's growth. By 1945 Toledo was the largest soft coal port in the world. With the St. Lawrence Seaway under construction, Toledo moved to become an international shipping center. The Port Authority gained voter approval for an operating levy in 1956.

In April 25, 1959, the first ocean ship, the Dutch freighter *Prins Willem George Frederick* entered the new St. Lawrence Seaway. On May 1 the *Prins Willem* docked at the Toledo Marine Terminals. In November 1959 voters approved a $4.5 million bond issue for the port, and in 1960 the first foreign trade zone on the Great Lakes was established at Toledo. The Port Authority further increased the port's capacity with a 313-ton gantry crane named "Big Lucas" in 1962, and a 72.5-ton gantry crane named "Little Lucas" in 1968. In 1962, 428 ships from 19 countries docked at the Port of Toledo.

On October 12, 1959, a Norwegian freighter docked at the Toledo Overseas Terminals with a cargo of 874 Volkswagens. Nearly twenty years and more than 600,000 Volkswagens later, the company stopped shipping cars into Toledo because the ships it chartered had become too large for the Seaway.

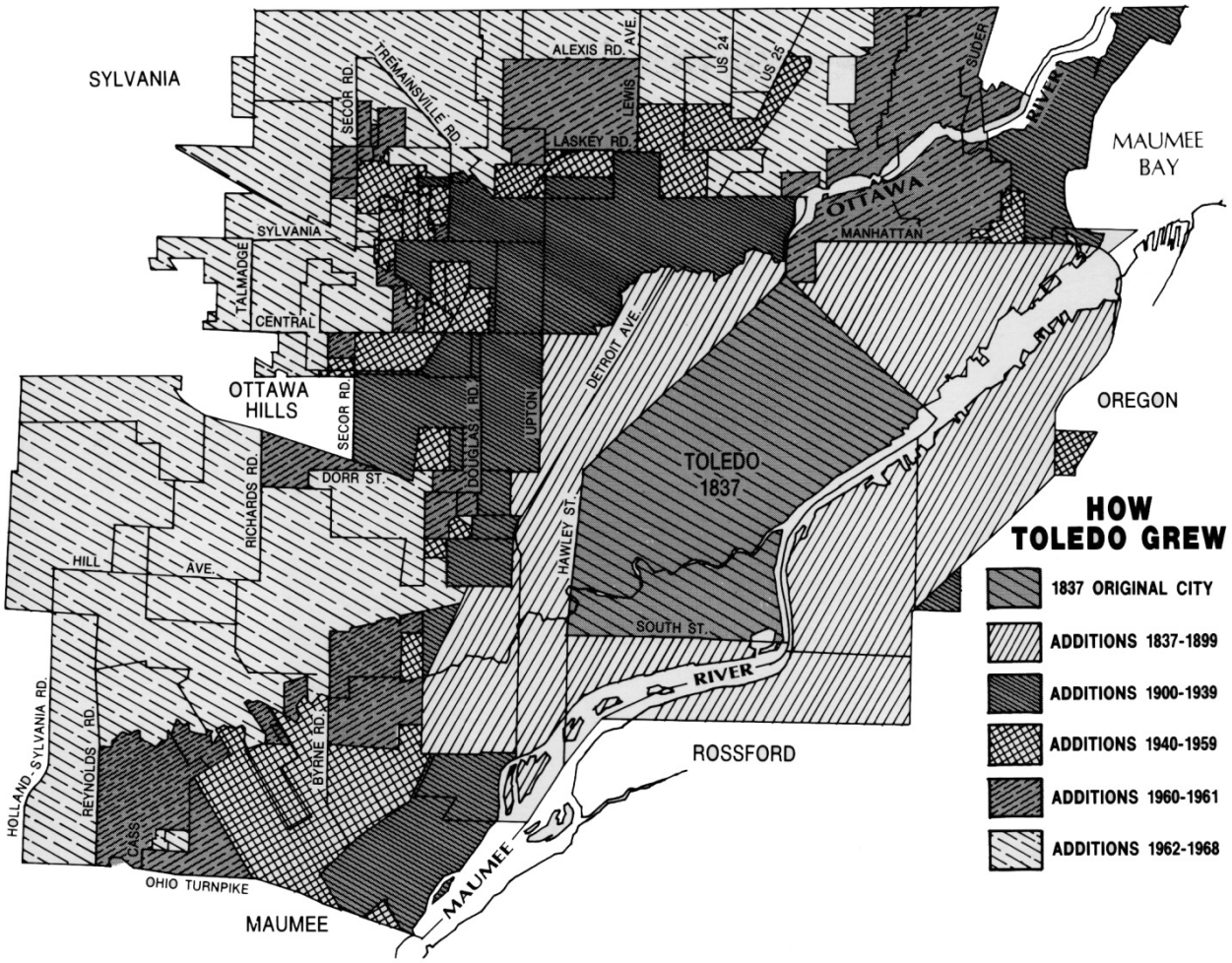
Toledo's tremendous growth in the postwar years included annexations of territory from the surrounding townships. Toledo annexed two parcels to West Toledo in 1940 and one parcel on the East Side in 1942. The next annexation came in 1949, after a bitter fight. In June 1947 Toledo proposed to annex one parcel in Adams Township and three parcels in Washington Township. Some Washington Township residents who opposed the annexation started a move to incorporate as Secor Village. Annexation petitions began circulating in Chestnut Hills, Leesdale, Windsor Woods, Mayfair Park, and other sections of Washington Township. Petitions for incorporation as Secor Village circulated in the same areas. Township residents twice voted against the incorporation, in 1947 and 1949, opening the way for annexation. Toledo added more than ten thousand people to the city's population in thirteen annexations to West Toledo in 1950, and another four hundred in one annexation in 1951.

Some Toledo officials complained in 1957 of a "stalemate" in annexations. Between 1952 and 1955 Toledo added six parcels, mostly in West Toledo. In 1955 city council entered into a “gentleman’s agreement" with the townships which provided that the city would not annex territory that would reduce a township’s tax base below the level of January 1954. The three annexations after the agreement had added only about seventy-eight acres.

Oregon Township, to avoid annexation by Toledo, voted in August 1957 to incorporate as the city of Oregon. Adams Township filed petitions in August 1957 to incorporate as the Village of Adams. Annexation petitions had already begun to circulate in the township. In the November 1957 election, Toledo voters approved a charter amendment which allowed annexed territory to retain its own school system. This was intended to make annexation more attractive to residents who preferred township schools. Later in November Adams Township residents voted to incorporate. The election was overturned because of an inaccuracy in the map used in the proceedings. On September 22, 1958, in the largest annexation since Point Place came into the city in 1937, Heather Downs joined Toledo. Other annexations were pending. Officials predicted that by the end of 1959 Toledo would have annexed
120 or be preparing to take in almost half of Adams and Washington Townships.

Toledo annexed seventeen areas in 1960, adding almost four thousand people. Parts of Washington Township tried unsuccessfully to incorporate as the village of Trilby and the village of Shoreland in 1960. For the first time, Toledo annexed territory from Sylvania Township in 1960. In 1961 residents of a section of Washington Township voted against incorporating as the village of Greenwood, and residents of a large portion of Adams Township voted to incorporate as Rogers Heights. Three Adams Township annexation petitions in dispute in court took precedence over the incorporation election. The Greenwood election was the seventh unsuccessful attempt to incorporate all or part of Washington Township. In 1965 Toledo annexed the Whitmer area of Washington Township, adding 11,175 people. Between 1960 and 1965 Toledo had nearly doubled its area and increased its population by 22 percent.

By 1967 Toledo had annexed all of Adams, most of Washington, and portions of Springfield and Sylvania Townships. When the last area in Adams Township became part of Toledo, under Ohio’s "sudden death" statute, the Adams Local School District automatically became part of the Toledo school system. Washington Township retained its school



A Map of Toledo Annexations

system. In 1960 its board of education had begun a fight to keep school district territory despite the "avalanche" of annexations.

Toledo's population increased from 318,003 in 1960 to 383,818 in 1970, or more than 20 percent. However, if the annexations had not taken place, the population would have been more than 22 percent less in 1970 than it actually was. In the area that had been part of the city in 1960 the population declined by 1970, from 318,003 to 298,514, for a 6 percent loss.

As the city spread out, more shopping centers developed to accommodate the growing population. The Manhattan Plaza occupied the site of the old Stickney Avenue circus grounds by 1969, the year Toledo's first enclosed, controlled-

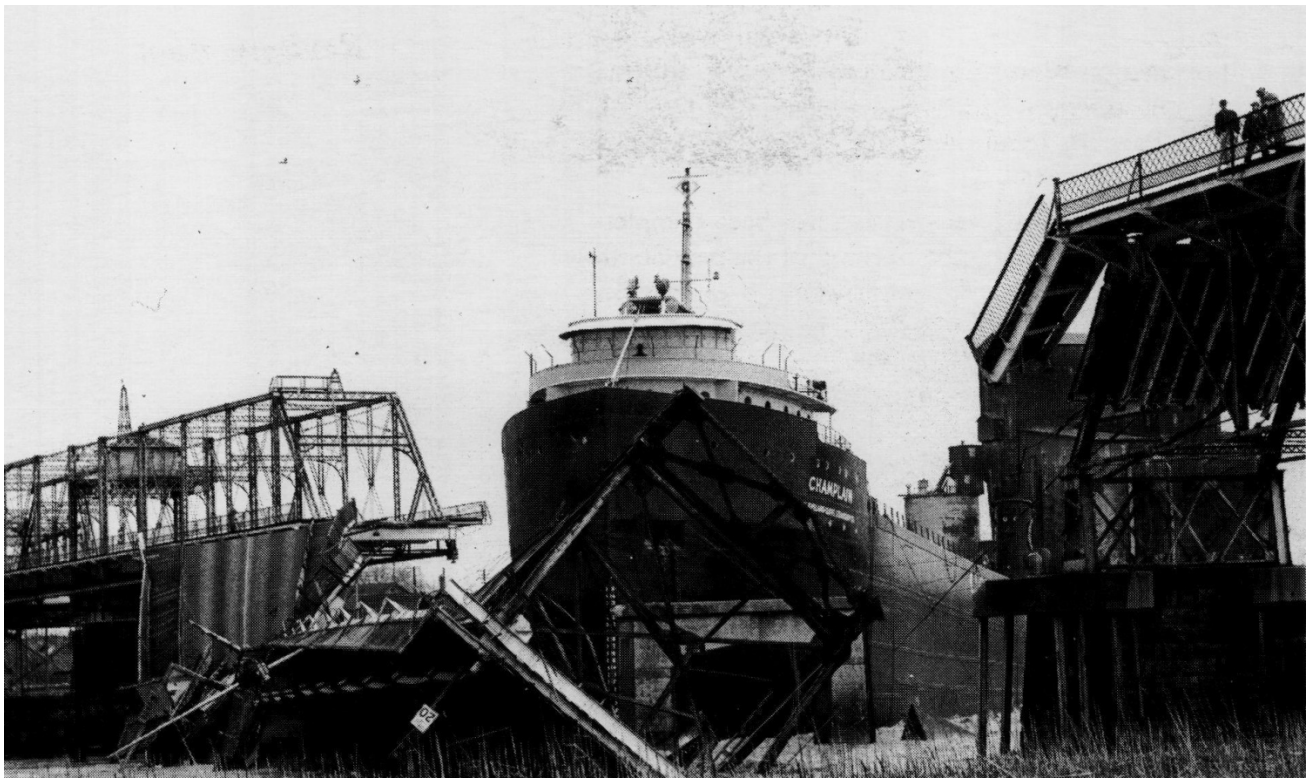
climate mall opened on Woodville Road. When the Woodville Mall opened, construction had already begun on the $30 million Franklin Park Mall and the plat had been filed for the $25 million Southwyck Mall.

By 1963 the expressway master plan had been completed, but the big news in 1963 was the opening of the new South End bridge, which was named for former Toledo mayor and Ohio Governor, Michael V. DiSalle. The state highway department had approved a new bridge in 1956 to replace the sixty-one-year-old Fassett Street Bridge. Discussions continued for several months on the location of the new bridge and on whether it should be a high-level bridge, low-level drawbridge, or fixed low-level bridge. Since a low-level, fixed-span bridge would meet minimum requirements for navigation in the Maumee River, state and federal highway funds could not be used to pay the difference in the cost for a high-level or lift bridge. Despite the objections of several industries along the river, the city settled on the less costly bridge.

The proceedings were complicated on April 5, 1957, when a freighter broke loose from its winter moorings during a storm and drifted downstream into the Fassett Street Bridge. The collision knocked a six hundred-foot section of the bridge into the Maumee River. The city finally abandoned plans to repair the bridge in favor of speeding construction of a new bridge. The work began late in 1959, and on November 22, 1963, the $13.5 million link in the planned Interstate-75 expressway opened to traffic. By the end of the decade much of the I-75 and I-475 expressways were under construction.

In 1962 three industries dominated Toledo's economy: glass, automobiles, and refining. Willys Motors, Incorporated, remained the city's largest employer, with seven thousand employees by the end of 1962. Both Willys and the Dana Corporation started major expansions in 1962. The year 1964 ranked as one of the city's most prosperous. Seven firms moved to Toledo and thirteen firms expanded, pouring $76 million into new facilities. In 1963 the Kaiser-Frazer Corporation renamed Willys Motors, making it the Kaiser Jeep Corporation. The Jeep payroll in 1964 totaled $54 million. In 1965 the Chrysler Corporation began building a new factory in Perrysburg Township, and unemployment in the city fell to 2.8 percent, with 244,200 people working.

Several mergers in 1967 changed Toledo's business scene. Globe·Wernicke, Incorporated, merged with the Sheller Manufacturing Company to form Sheller-Globe, and AP Parts merged with Dunhill, Incorporated. Both firms would retain their headquarters in Toledo. The Toledo Scale Company became a division of Reliance Electric, of Cleveland. The



The Wreck of the Fassett Street Bridge, 1957

The Dana Corporation Headquarters

The Tornado Destruction, 1965

Champion Spark Plug Company purchased controlling shares in the DeVilbiss Company, including more than 20 percent held by the DeVilbiss family.

124 Industrial parks continued to develop throughout the decade. In 1964 Willis Day Warehousing, Incorporated, bought the former Rossford Army Depot and created the Willis Day Industrial Park. Ten companies acquired property in 1965 in the Fort Industry Industrial Park in North Toledo. The last tract was sold in 1969, and plans were announced for another park adjoining the first.

The biggest event in Toledo business in 1969 was the announcement that the American Motors Corporation had purchased the Kaiser Jeep Corporation for $70 million. The new owners assured Toledoans that American Motors would expand operations in Toledo.

Social issues and the weather dominated the decade. In the worst natural disaster in the city's history, on April 11, 1965, Palm Sunday, a tornado swept through West and North Toledo. Fourteen people died and 170 were injured as the storm destroyed 350 homes along a ten-mile path. The devastation centered in the Suder Avenue and Detroit-Toledo Expressway area, where virtually every house in Fuller's Creekside Addition was damaged or destroyed. Shoreland, Point Place, and Lost Peninsula residents suffered heavy losses as well. President Lyndon Johnson declared North Toledo a

President Lyndon Johnson, Touring the Tornado Wreckage, 1965

Toledo Civil Rights Marchers, 1963

The Vietnam Peach Moratorium, 1969

disaster area on April 14 after a tour of the Creekside ruins. The tornado did bring about a better severe-weather warning system for northwestern Ohio, where thirty-four people died in the Palm Sunday storm.

Concerns for the future of the Great Lakes, especially Lake Erie, which some officials warned was about to become a "vast silted-in septic tank," prompted the formation of Clear Water, Incorporated, in 1965. The new organization planned an organized effort to clean up the Maumee River, the largest of the systems feeding into Lake Erie. A decade later, the Ohio department of natural resources designated a section of the Maumee River as the state's first recreational river, and another section as a state scenic river.

The "war on poverty" began in 1965, with the formation of the Economic Opportunity Planning Association, Project Head Start, Neighborhood Opportunity Centers, the Neighborhood Youth Corps, and the Work Experience Program for Youth. All were intended to improve educational and employment opportunities for Toledo's poor. Many of those most in need of help were black.

Race relations in Toledo remained relatively calm throughout a decade of struggle in other cities. The Board of Community
126 Relations, the Toledo chapters of the National Association for the Advancement of Colored People and the Congress of Racial Equality, and the Toledo office of the Ohio Civil Rights Commission held meetings and sponsored speakers in their efforts to better conditions for Toledo's blacks. In 1963 Toledoans chartered a bus to transport a delegation to Washington, D.C., where they joined a march on Washington for jobs and freedom. In 1965, the year the Toledo chapter of the NAACP celebrated its fiftieth anniversary, two thousand people marched downtown in support of the Selma, Alabama, voter registration drive. For three nights in July 1967, street fighting, looting, and burning caused heavy property damage to black communities in the Dorr Street and Detroit Avenue area and in the vicinity of Bancroft Street and Franklin Avenue. The Ohio National Guard remained on stand-by alert, but unlike other cities that summer, Toledo never called for guard assistance.

Toledoans also marched for an end to the war in Vietnam. Beginning with military observers in 1950, the situation grew into a war in the 1960s, but the Vietnam War had a different effect on Toledo than previous wars. For many people only the extensive daily television coverage made the war a reality. Servicemen served twelve months and then returned home. Some were even lucky enough to have a "rest and recuperation" leave in Hawaii during their year of combat.

The city held no scrap collections, bond drives, or parades. Industries did not publicize their defense contracts. On October 15, 1969, the year American troop strength in Vietnam passed the half million mark, many Toledoans observed a moratorium for peace in Vietnam. More than one thousand faculty members, students, and others marched from the University of Toledo to Gesu Church for a memorial service. Students carried signs with the names of 115 Toledo soldiers who had died in Vietnam. On Memorial Day 1973 a plaque bearing the names of the 326 Lucas County soldiers killed in Vietnam was dedicated at the Civic Center War Memorial.

On July 1, 1967, the University of Toledo became part of the state university system. City officials had suggested as early as 1954 that the state take over the university because the financial burden was becoming too great for the city's budget. On July 10 Governor Rhodes broke ground for two new building projects on the University of Toledo campus. In 1969, after a decade of discussion, the Toledo Public Library, the Lucas County Library, and the Sylvania Public Library agreed to merge. The arguments for the merger focused on finances. One system could eliminate duplication and expand services to the public, as well as attract professional librarians to replace a large number of retiring employees. The actual merger creating the Toledo-Lucas County Public Library took place in 1970.

Toledo voters turned down an increase in the payroll income tax in 1961 and approved a change in the city charter in 1963 to provide for the direct election of the mayor. In 1965 Toledoans voted for a mayor for the first time in thirty years, electing Republican, John Potter. The Lucas County Recreation Center opened on the site of the Fort Miami Fairgrounds in Maumee on July 23, 1963, and the new Masonic complex on Heather Downs Boulevard, including the Masonic Auditorium, opened in 1969.

Toledo's urban renewal program began in 1959 with Chase Park, and by 1967 the city had eight projects completed or under way. The Neighborhood Improvement Foundation of Toledo, Incorporated, NIFTI, formed in 1956 to aid in the city's fight against urban blight. The city actually proposed redeveloping the Chase Park area of North Toledo in 1956, but by the time demolition began in 1961 the project had become more extensive and the number of houses to be razed had grown. The Toledo Metropolitan Housing Authority bought the first of the cleared land as a site for the Harry Hansen Terrace senior citizen housing project. Problems with the wrecking company and with various private developers slowed completion of the project. In 1971 the city bought the last parcel, to

close out the 127-acre Chase Park project.

The city's second urban renewal project was closed out first. The thirty-eight-acre Gunckel project began in 1959 and was completed in 1964. The Toledo Metropolitan Housing Authority bought the area south of Nebraska Avenue in 1963 and started construction of the McClinton Nunn Homes. Most of the remainder of the Gunckel project became a park and playground.

Toledo's third project was Ironville, in East Toledo. A school, 2 churches, 10 businesses, and 189 families were displaced as every one of the 222 structures were demolished to create a 72-acre industrial park. The project began in 1960, with actual demolition delayed until 1964. In 1969 the city bought the last parcel, and the books were closed in 1970. The Roosevelt project started in 1965 in the Dorr Street and Detroit Avenue area. The first rehabilitation grant was awarded in 1967, and the first houses were demolished in 1968. Roosevelt and a similar project in the Old West End focused primarily on rehabilitation rather than clearance of houses.

Toledo Skid Row,
St. Clair & Cherry Streets, 1967

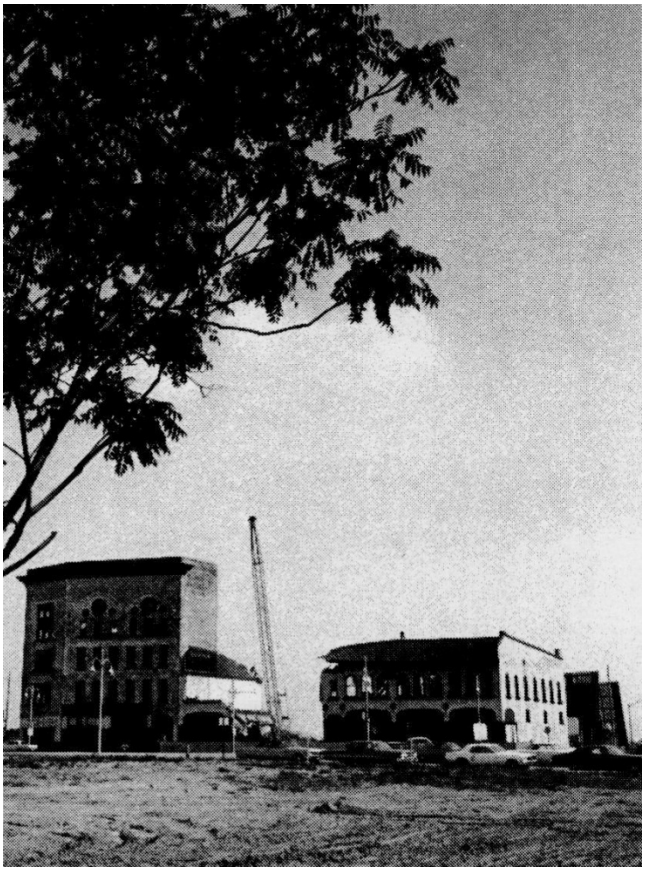
Toledo officials had begun to think about the Vistula Meadows urban renewal project as early as 1954. The project to clear the "skid row" at Summit and Cherry Streets entered the planning stages in 1959. The first proposal covered 30 acres and was to cost $4.7 million, but by the end of 1960 the area had increased to 99 acres and the cost to $11.1 million. Financial problems prevented a start on the actual work until 1965. Again the Toledo Metropolitan Housing Authority led the way with plans for the Vistula Manor apartments for the elderly and handicapped. By 1967, with demolition well under way and Vistula Manor under construction, the project had been reduced to 88.5 acres, but the cost had increased to $14 million.

The Riverview urban renewal project started in 1963 in the area bounded by Jefferson and Madison Avenues, St. Clair Street, and the Maumee River. In July 1963 the Charities Foundation donated $200,000 to the city to be used for the purchase of the old post office at Madison Avenue and St. Clair Street. The only stipulation was that the building be razed and the site developed into a park to be named for William E. Levis, retired Owens-Illinois Glass Company board chairman who had died in 1962. The city purchased the first building in the Riverview blocks in 1965.

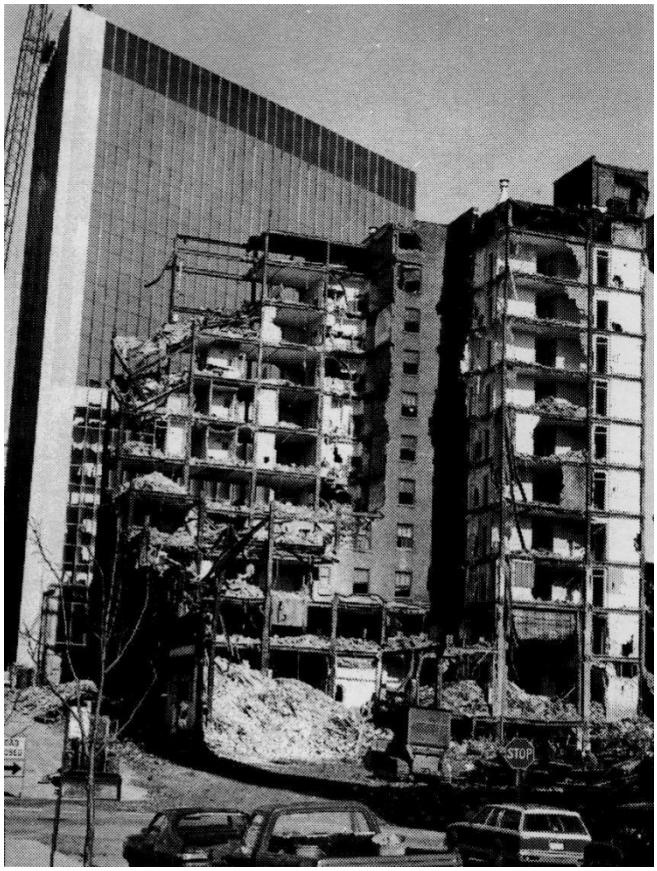
The Fiberglas Tower

In 1966 the Owens-Corning-Fiberglas Corporation announced that it would move its offices into a new thirty-story office building to be constructed on the site of the Fort Meigs Hotel at Jefferson Avenue and St. Clair Street. Only the Toledo Trust building at Madison Avenue and Summit Street and the

The Tiedtke's Building Fire, 1975



The Vistula Meadows Urban Renewal Project, 1968

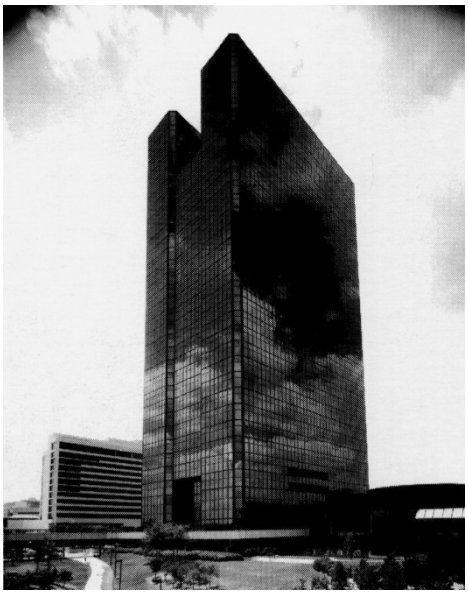


The Waldorf Hotel Demolition,
Riverview Urban Renewal Project, 1979

Revitalization

new Federal Building, completed on Summit Street in 1962, were to remain standing in the Riverview renewal area. The Fiberglas Tower was completed in 1969, the same year Toledo Edison began construction of a $15 million, seventeen-story office building on the opposite side of Madison Avenue and work started on a nineteen-story Holiday Inn at Summit Street and Jefferson Avenue. It would be Toledo's first new hotel in forty years.

In 1970 in the Vistula Meadows area, the new Community Services Building, financed by a contribution from the Stranahan Foundation, was dedicated at One Stranahan Square. By that time, by some estimates, nearly one-fifth of the city's surface was under one form or another of urban renewal. Downtown Toledo changed dramatically during 1965, but that year *The Blade* predicted that the one change Toledoans would talk about for years to come was the demolition of the Paramount Theater. "After standing in palatial grandeur at Adams and Huron Streets since 1929, the grande dame of Toledo theaters came down to be replaced by a parking lot."



The Owens-Illinois Corporate Headquarters

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Some of the vacant spaces and parking lots in the Vistula Meadows urban renewal area remained unused throughout most of the 1970s. Finally, in 1977 the city unveiled a new master plan for Toledo's revitalization. The plan hinged on a state office building and a $100 million, thirty-six-story tower to house the world headquarters of Owens-Illinois, Incorporated. In 1978 the Toledo Trust Company announced plans to build a new five-story headquarters at Madison Avenue and Summit Street, on the southern end of the site of the planned Owens-Illinois building. The bank moved into the new building in 1981. The Owens-Illinois building, called SeaGate, opened in August 1982. In December 1982 Toledo broke ground near the new SeaGate building for a $14.5 million festival marketplace to be called Portside. Between the two buildings, construction began on L'Hotel Sofitel in 1983. Across Summit Street, construction of the $27 million, ten-story Webstrand Office Building got under way in January 1983. The new city-state office building, known as Government Center, opened in 1983 at the corner of Erie and Jackson Streets. Jackson, between the new government building and the new Owens-Illinois building, became a boulevard lined with trees and flowers. In 1984 work began on the new convention center and Radisson Hotel in the block between Summit, Monroe, and Superior Streets and Jefferson Avenue.

The Toledo Trust Company Headquarters

Toledo's revitalization continued outside the downtown, with.The East Toledo Community Organization, founded in 1979, and the River East Economic Revitalization Corporation, founded in 1974, both working to improve East Toledo. The River East shopping plaza opened on Main Street in 1978.

The Toledo Riverfront, 1984

The Toledo Riverfront, 1982

Portside

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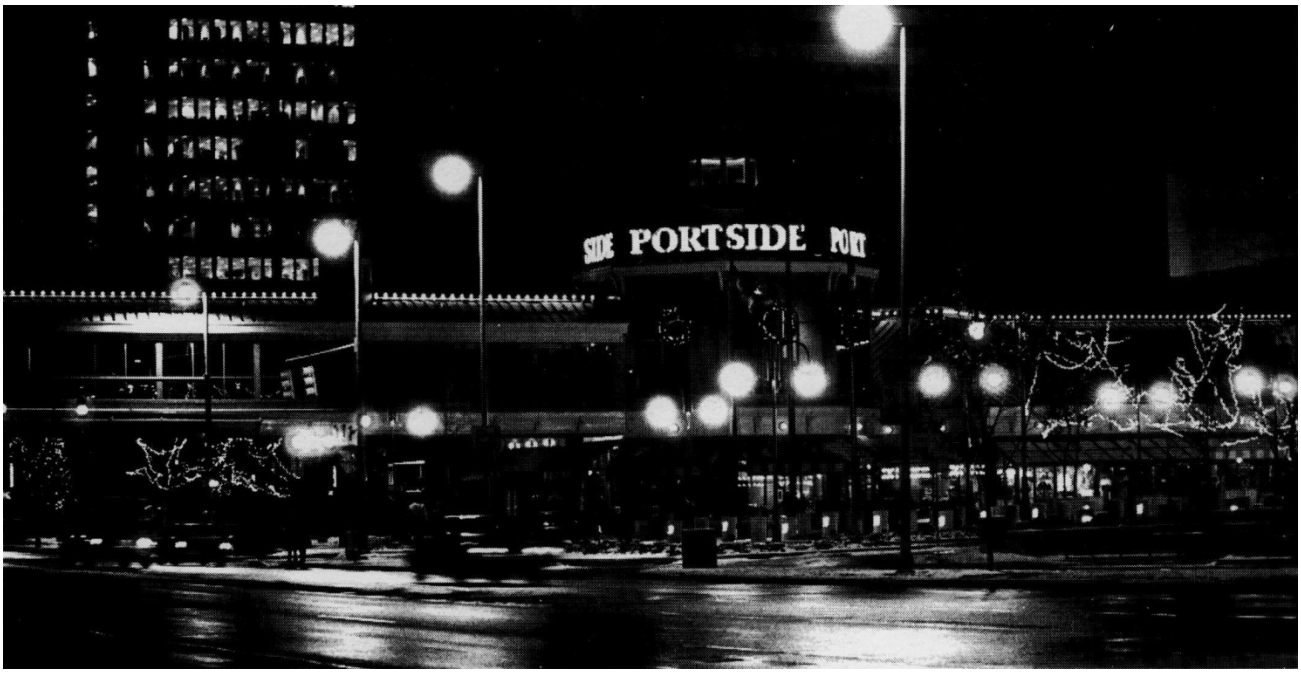
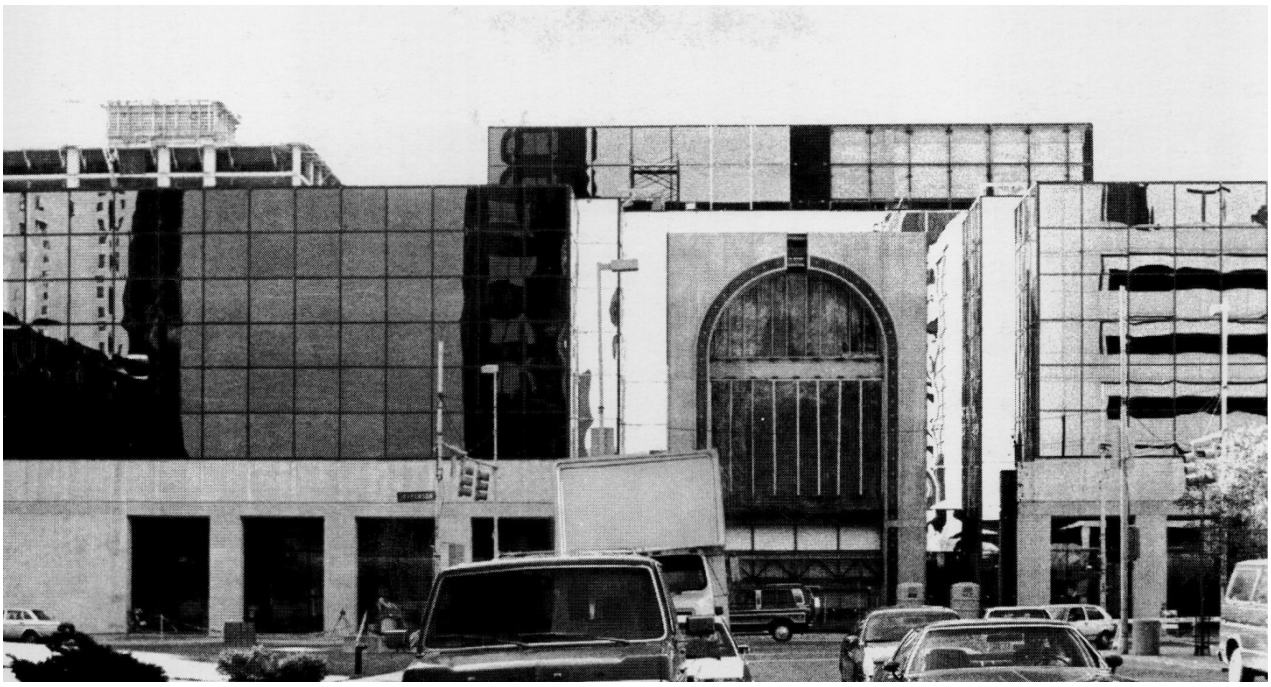
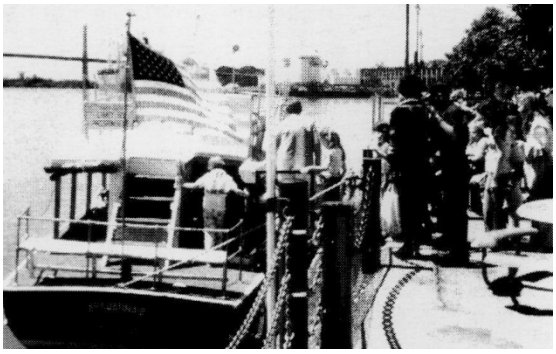


Portside



The SeaGate Centre

Restoration of the grand old mansions in North Toledo has come about through the efforts of several groups, among them the Vistula Development Group, and, most recently, the Northriver Development Corporation. Citizens organizations also struggled to preserve and revitalize the Old West End and the Old South End. Through the efforts of the Landmarks Committee, listings on the National Register of Historic Places as historic districts helped insure survival for the Old West End in 1973 and the Vistula area of North Toledo in 1978. In the Warren-Sherman area of the Old West End a $4.1 million Urban Development Action Grant and an enterprise zone designation contributed to a program of recovery begun in 1979 when the Control Data Corporation spent $7.1 million to remodel the old Toledo Factories Building.



Promenade Park

Ranking as one of the most important. of a number of business changes and expansions during the 1970s and the first half of the 1980s, was the move of the headquarters of Teledyne CAE, formerly Continental Aviation and Engineering, to Toledo in 1971. The company also moved its research and engineering operations to its Laskey Road plant. In 1979 the Reliance Electric Company sold the Haughton Elevator Company to Schindler Holding AG., of Switzerland for more than $40 million. The firm was renamed the Schindler-Haughton Company. In 1986 the Libbey-Owens-Ford Company sold its glass operations to Pilkington Brothers, a British firm, for $353

Revitalization

million. Its remaining operations became the Trinova Corporation. Also in 1986 the Sheller-Globe Corporation was sold to a group of private investors for $482 million. The Owens-Corning-Fiberglas Corporation prevented an unfriendly take-over by the Wickes Corporation, but the costs incurred forced Owens-Corning to sell parts of its company.

On June 1, 1971, the Toledo Area Regional Transit Authority took over the operations of the Community Traction Company. Voters in Toledo, Sylvania, Rossford, Ottawa Hills, and Spencer and Sylvania Townships had approved a levy in January to finance operations of the transit system, now under public ownership. Also in 1971, due to the efforts of Betty Mauk, Promenade Park began to develop along the Maumee River at the foot of Madison Avenue. Another citizens movement in 1974 resulted in the Toledo area's ninth metropark, Wildwood Preserve. By voting for a Metropolitan Parks district levy on the November ballot, citizens enabled the park district to buy the 465-acre Stranahan Estate on Central Avenue, saving the natural area from development as a housing site. The University of Toledo celebrated its one hundredth year in 1972, with the dedication of three new buildings, the same year the Medical College of Ohio at Toledo graduated its first class of medical students.

Wildwood Preserve

134 In 1973 and 1974 the energy shortage closed gas stations in Toledo and kept people at home in warm clothes. This was followed in 1977 by a winter of record low temperatures. During the month of January temperatures never rose above freezing and utility companies requested that industries and some schools close to conserve energy. The next year the "Blizzard of '78" paralyzed the city for four days. The storm started on January 26 and continued through January 27. By January 28 more than sixteen inches of snow had fallen, with drifts as high as ten feet. President Jimmy Carter declared a state of emergency for all of Ohio, and on January 29 troops and equipment of the Fifth Army flew into Toledo Express Airport to help clear the roads.

Adams & Huron Streets, January 26, 1978

The city of Toledo was paralyzed again in July 1979, when city workers belonging to four unions walked off their jobs. The strike began on July 1 when negotiations reached an impasse. On July 3 some of the strikers returned to work under the threat of fines from a court injunction if they remained on strike. For the two days that the approximately thirty-four hundred workers were on strike, the city had had no police or fire protection.

In 1983, for the first time in the city's history, Toledo voters elected a woman mayor. Donna Owens was sworn in on December 1, 1983. The year before Toledoans had chosen

Fireworks Over the Maumee River, July 4, 1976

Marcy Kaptur to serve in the United States House of Representatives for Ohio's Ninth District. Miss Kaptur was re-elected in 1984 and 1986. The 1980 federal census revealed that the city's population had decreased from 383,818 in 1970, to 354,635 in 1980. However, this was not a new trend. The population had grown between 1960 and 1970 only because of Toledo's extensive annexations of populated suburban areas during the decade.

In 1976 Toledo celebrated the bicentennial of the United States with a year of commemorative activities climaxed by a parade downtown and a spectacular fireworks display over the Maumee River on July 4. In August forty thousand visitors toured the tall ship *Christian Radich*. The fence surrounding the Municipal Courts Building construction on the Civic Center Mall was turned into a giant birthday card, proclaiming "Happy Birthday America." The city would have to wait for its own birthday in 1987 for a comparable celebration. Beginning with the one hundred fiftieth anniversary of Toledo's incorporation on January 7, 1987, and continuing through the year with a variety of events, the city marked its own sesquicentennial and wished itself "Happy 150th Birthday Toledo."

Appendix

The Naming of Toledo

No one knows who suggested that the new town resulting from the merger of Port Lawrence and Vistula be named Toledo. The only certainty and the only point on which all the historians agree is that the name was taken from the ancient city of Toledo, Spain.

- According to Clark Waggoner, author of *History of the City of Toledo* published in 1888, James Irvine Browne suggested the name. However, evidence shows that Browne did not come to Toledo until May 1834, probably several months after the name was chosen.

- Judge John Killits, who published *Toledo and Lucas County Ohio* in 1923; H.S. Knapp, author of *History of the Maumee Valley* published in 1877; and Charles S. Van Tassel, whose *Story of the Maumee Valley* appeared in 1929, all credit Willard J. Daniels. Daniels, a merchant in Vistula who had just purchased property in Port Lawrence, had been reading Spanish history and offered the name of the Spanish capital. He argued that it was easy to pronounce, had a pleasant sound, and no other city in the United States was named Toledo.

- Historians give little credence to the notion that Two Stickney persuaded his father to submit the name. According to the story, Two found the name on a map of Spain during a geography lesson. However, since Stickney was twenty-three years old, he probably was not in school at that time.

- Yet another version of the naming of Toledo remains in question. Ebenezer Irving happened to be in the area looking into his land investments at the time Port Lawrence and Vistula merged. He wrote to his brother, Washington, asking what to name the new town. Washington Irving, who was in Toledo, Spain, writing *The Alhambra*; suggested the name Toledo.

The City Flag and Seal

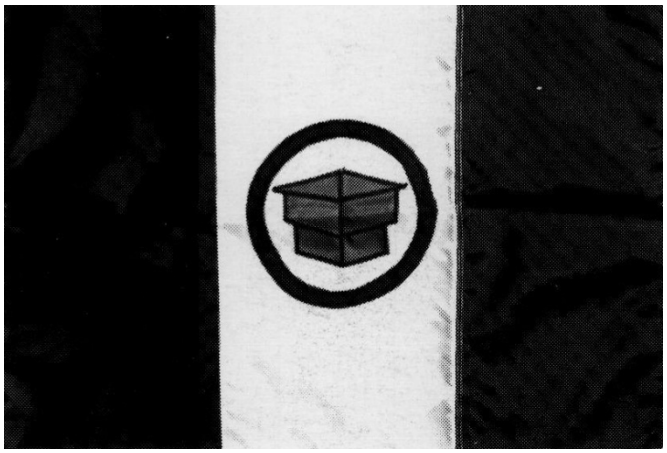
Toledo officially adopted the design for the city flag on January 11, 1909, during the administration of Mayor Brand Whitlock. City council's resolution explained the meaning of the flag's design.

"The significance of the design is as follows: the block house representing old Fort Industry, which was the first settlement of Toledo, represents security and industry and that advancement which came of the pioneer spirit. The circle surrounding it denotes unity, completeness and eternity, and giving the sense of location, represents the state of Ohio. The colors of the flag are the national colors and stand not only for the nation, but the blue for constancy, the white for purity and the red for labor, courage and brotherhood.

"Be it further resolved that the device of the block house within the circle stand as the emblem of the City of Toledo and be the basis of all seals and devices representing the sovereignty of the city; with this addition, however, that where possible the date of the organization of the city, 1837, be added and the motto of the city, Laborare est Orare."

"Be it further resolved that the thanks of the city be extended to Robert M. Corl for the design which he has furnished."

Toledo's incorporation as a city in 1837 included the right to use a corporate seal. The city's first seal was a scroll with the letters L.S., the abbreviation for the Latin Locus Sigilli, meaning "the place of the seal." Officials probably used this seal until 1852, when the municipal corporation act made Toledo a second class city. No record shows what seal the city adopted in 1852. The circle and the inscription "The Seal of the City of Toledo" originated with a state law passed in 1868. The old Fort Industry, the date of the incorporation of the city, and the city's motto appeared on a seal designed in 1873. The Latin motto, "Laborare est Orare," freely translated, means "To work is to pray." The present seal, designed by Robert M. Corl, incorporates all these elements. Toledo adopted the seal along with the city flag on January 11, 1909.



The Population of Toledo

1840	1,222
1850	3,829
1860	13,768
1870	31,584
1880	50,137
1890	81,434
1900	131,822
1910	168,497
1920	243,164
1930	290,718
1940	282,349
1950	303,616
1960	318,003
1970	383,105
1980	354,635

Mayors

Term	*Name*	*Political Party*
1837-1838	John Berdan	Whig
1839	Hezekiah D. Mason	Whig
1840-1843	Myron H. Tilden	Whig
1843	James Myers	Democrat
1844	George B. Way	Whig
1845-1846	Richard Mott	
1846-1848	Emery D. Potter	Democrat
1849	Daniel O. Morton	Democrat
1850	Caleb F. Abbott	Whig
1851	Charles M. Dorr	Whig
1852	Daniel McBain	Whig
1852	Egbert B. Brown	
1852	Ira L. Clark	
1853	Mavor Brigham	
1853-1856	Charles M. Dorr	Whig
1857-1860	Alexander M. Brownlee	
1860-1861	Alexander H. Newcomb	Whig-Republican
1861-1863	John B. Manor	
1863-1866	Charles M. Dorr	Democrat
1867-1868	Charles A. King	Republican
1869-1870	William Kraus	Republican
1871-1874	William W. Jones	Democrat
1875-1876	Guido Marx	Republican
1877-1878	William W. Jones	Democrat
1879-1885	Jacob Romeis	Republican
1885	George Scheets	Republican
1885-1886	Samuel F. Forbes	Republican
1887-1890	James K. Hamilton	Republican
1891-1892	Vincent J. Emmick	Republican
1893-1896	Guy G. Major	Republican
1897-1904	Samuel M. Jones	Republican-Independent
1904-1905	Robert H. Finch	Republican
1906-1913	Brand Whitlock	Democrat-Independent
1914-1915	Carl H. Keller	Republican
1916-1917	Charles Milroy	Republican
1918-1921	Cornell Schreiber	Democrat
1922-1925	Bernard F. Brough	Republican
1926-1927	Fred J. Mery	Republican
1928-1931	William T. Jackson	Republican

1932-1933	Addison Q. Thacher	Republican
1934-1935	Solon T. Klotz	Socialist-Independent
1936-1939	Roy C. Start	Republican
1940-1942	John Q. Carey	Democrat-Independent
1943-1947	Lloyd E. Roulet	Republican
1948-1950	Michael V. DiSalle	Democrat
1950-1951	Ollie Czelusta	Republican
1952-1953	Lloyd E. Roulet	Republican
1954-1957	Ollie Czelusta	Republican
1957-1959	John W. Yager	Democrat
1959-1961	Michael J. Damas	Democrat
1961-1967	John W. Potter	Republican
1967-1971	William J. Ensign	Democrat
1971-1976	Harry W. Kessler	Democrat
1977-1982	Douglas DeGood	Democrat
1983-	Donna Owens	Republican

Vice Mayors

Term	*Name*
1914-1917	Philip Hassenzahl
1918-1921	C.C. Kilbuny
1922-1923	Ed Cullen
1924-1925	Fred J. Mexy
1926-1927	Grant Northrup
1928-1955	Charles D. Hoover
1956-1959	John Q. Carey
1940-1941	Ollie Czelusta
1942	Lloyd Roulet
1945	Ollie Czelusta
1944-1947	Michael V. DiSalle
1948	Thomas H. Burke
1948-1949	Jerome Jesionowsik
1050-51 0	Lloye E. Rouler
1952-1955	Howard C. Cook
1954-1956	Ned Skeldon
1957-1958	Ollie Czelusta
1959-60	James B. Simmons, Jr.
1961-1966	Thaddius Walinski
1967-1968	Robert C. Savage
1969-1970	Harry W. Kessler
1971	Gene Cook
1971-1974	Carol Pietrykowski
1975-1985	Gene Cook
1985-1985	Bill Copeland
1985-	Gene Cook

City Managers

Term	*Name*
1936-1939	John N. Edy
1939-1948	George Schoonmaker
1949-1954	Arnold Finch
1954-1957	John McCarthy
1957	Charles Lawton (acting)
1957-1960	Russell Rink
1960-1961	John Alspach
1961-1962	Louis Young (acting)
1962-1967	Frank Backstrom
1967-1968	Louis Young (acting)
1968-1971	William Gross
1971	Louis Young (acting)
1971-1976	James Daken
1976-1977	Frank Pizza (acting)
1977-1978	Walter Kane
1978-1979	Frank Pizza (acting)
1979-1981	J. Michael Porter
1981-1985	David Boston
1985-1986	C.E. Riser
1986-	Philip A. Hawkey

Congressional Representatives

Term	Name	Political Party	District Number
1835-1837	Joseph H. Crane	Whig	Three
1837-1843	Patrick G. Goode	Whig	Three
1843-1845	Emery D. Potter	Democrat	Five
1845-1849	William Sawyer	Democrat	Five
1849-1851	Emery D. Potter	Democrat	Five
1851-1855	Alfred P. Edgerton	Democrat	Five
1855-1859	Richard Mott	Republican	Five
1859-1863	James M. Ashley	Republican	Five
1863-1869	James M. Ashley	Republican	Ten
1869-1871	Truman H. Hoag	Democrat	Ten
1871-1873	Erasmus D. Peck	Republican	Ten
1873-1875	Isaac R. Sherwood	Republican	Six
1875-1877	Frank H. Hurd	Democrat	Six
1877-1879	Jacob D. Cox	Republican	Six
1879-1881	Frank H. Hurd	Democrat	Seven
1881-1883	James M. Ritchie	Republican	Six
1883-1885	Frank H. Hurd	Democrat	Ten
1885-1889	Jacob Romeis	Republican	Ten
1889-1893	William E. Haynes	Democrat	Ten
1893-1895	Byron F. Ritchie	Democrat	Nine
1895-1907	James H. Southard	Republican	Nine
1907-1921	Isaac R. Sherwood	Democrat	Nine
1921-1923	William W. Chalmers	Republican	Nine
1923-1925	Isaac R. Sherwood	Democrat	Nine
1925-1931	William W. Chalmers	Republican	Nine
1931-1933	Wilbur H. White	Republican	Nine
1933-1937	Warren J. Duffey	Democrat	Nine
1937-1943	John F. Hunter	Democrat	Nine
1943-1949	Homer A. Ramey	Republican	Nine
1949-1951	Thomas H. Burke	Democrat	Nine
1951-1955	Frazier Reams	Independent	Nine
1955-1981	Thomas L. Ashley	Democrat	Nine
1981-1983	Edward F. Weber	Republican	Nine
1983·	Marcy Kaptur	Democrat	Nine

Holy Toledo

No one knows the origin of the expression "Holy Toledo."

- "Holy Toledo" may have been a sarcastic term used to criticize Toledo's many saloons, which outnumbered the churches.

- The expression may have originally referred to the Holy City of Toledo, Spain, which was the center for Catholic and Moorish religious councils between the fourth and fifteenth centuries.

- Gangsters may have originated the expression during the 1920s and 1930s. The Toledo police department had assured safecrackers and rum runners of a refuge in Toledo as long as they refrained from criminal activity in the city. Detroit's Purple Gang often "holed up" in Toledo.

- Vaudeville performers may have first used the expression to describe the poor attendance at shows in Toledo. They expected small theater audiences during Holy Week, but they complained that every week was like Holy Week in Toledo.

- Toledo's many churches of all faiths, particularly those along Collingwood Boulevard, may have inspired the expression.

- Billy Sunday reportedly called the city "Holy Toledo" during a revival service here in 1908.

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